

# THE COMPLETE BUYERS GUIDE TO **KIT CARS**



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**Buy a finished Kelmark GT for less than the price of a kit?** You bet! Here is a complete running car that sold for thousands less than the price of an unassembled kit. 30,000 readers discover bargains like this in every issue of *Kit Car Monthly* ... and you can too!



You may already know that Cobra replicas can sell for thirty grand or more. But **one desperate owner "gave away" his unfinished kit for just \$3,750** — an incredible bargain. Hundreds of unfinished kit cars like this are gathering dust in garages all over the country. Find them in the *Kit Car Monthly*.



Less than a dozen Pantera replicas were built in the U.S. last year, making it perhaps the rarest kit of all. But one was sold through the *Kit Car Monthly* for less than \$4,000. **The Kit Car Monthly Classifieds are packed with bargains like these**, plus info on kit car parts, out-of-production kits, assembly services, and more. If you can't find it here, it probably doesn't exist.



We thought it was strange to see a **Porsche 935 Pantera replica sell for less than \$1800**. But we were amazed when 3 lucky readers actually bought them for less than \$2000. Just imagine the thrill of owning and driving an authentic Porsche race car. It can happen when you read *Kit Car Monthly*.



Not every kit car for sale in *Kit Car Monthly* is a bargain. There is always a collection of trophy-winners for sale at respectable prices. Cars you'd give your right arm to own.

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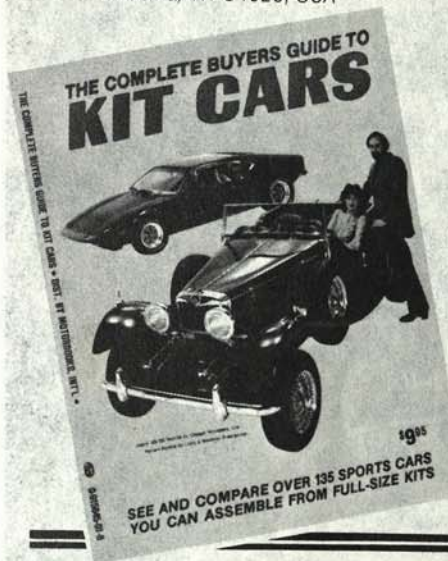
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# THE COMPLETE BUYERS GUIDE TO KIT CARS

Auto Logic Publications, Inc.

ISBN 0 915845-01-6 Price \$9.95 (U.S.)



*This year's cover features the Duke by Classic Roadsters, Ltd., a Jaguar SS-100 inspired ragtop, and the impeccably authentic Long & Newman Pantera Replica.*

*The Pantera features Jongbloed modular wheels and Goodrich TAs. The Duke sports the highly acclaimed Dayton wire wheels with Pirelli P5 tires.*

*To Order Additional Copies: To get an extra copy of The Complete Buyers Guide to Kit Cars send \$9.95 plus \$1.05 postage and handling (\$3.00 for rush service) to Auto Logic Publications, Inc., P.O. Box 9187, San Jose, CA 95157*

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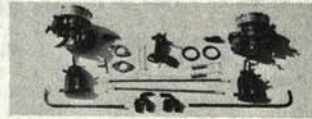
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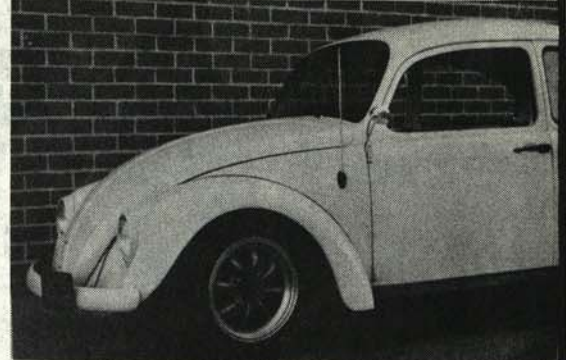
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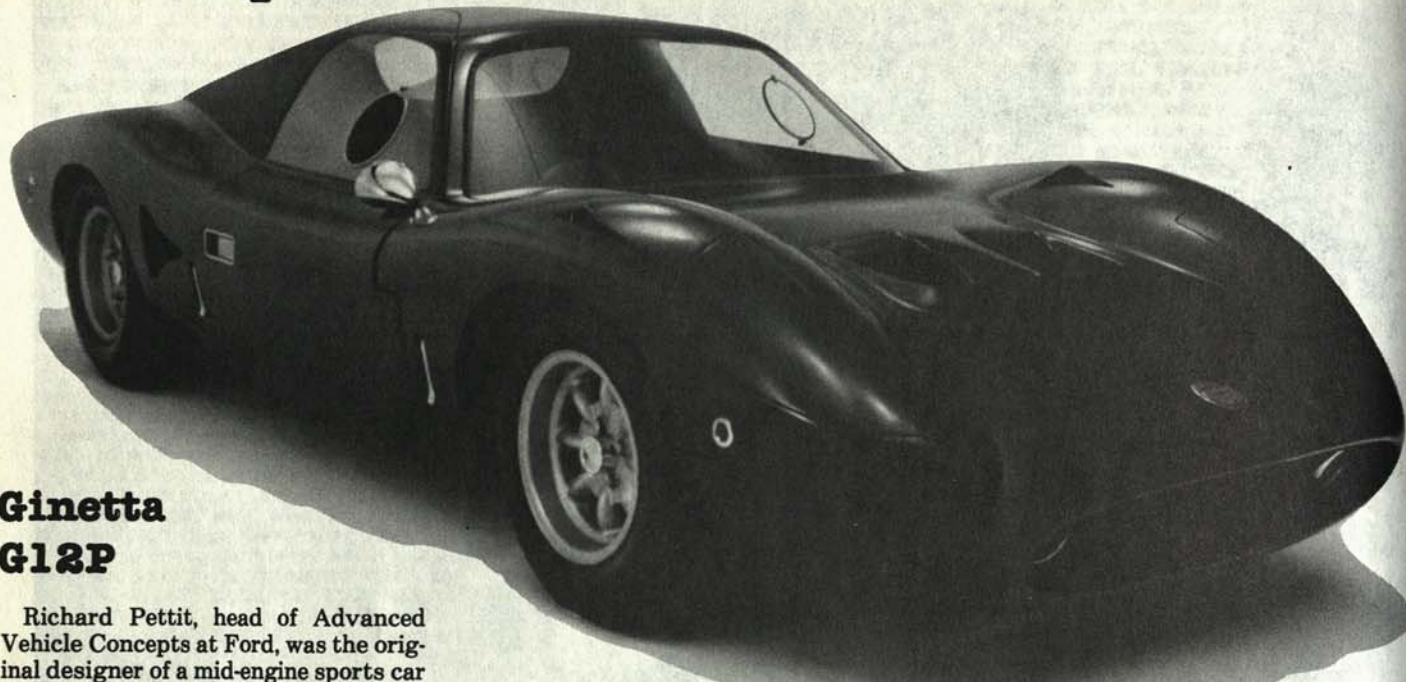


The Saxon



The Duchess

## Inside Reports



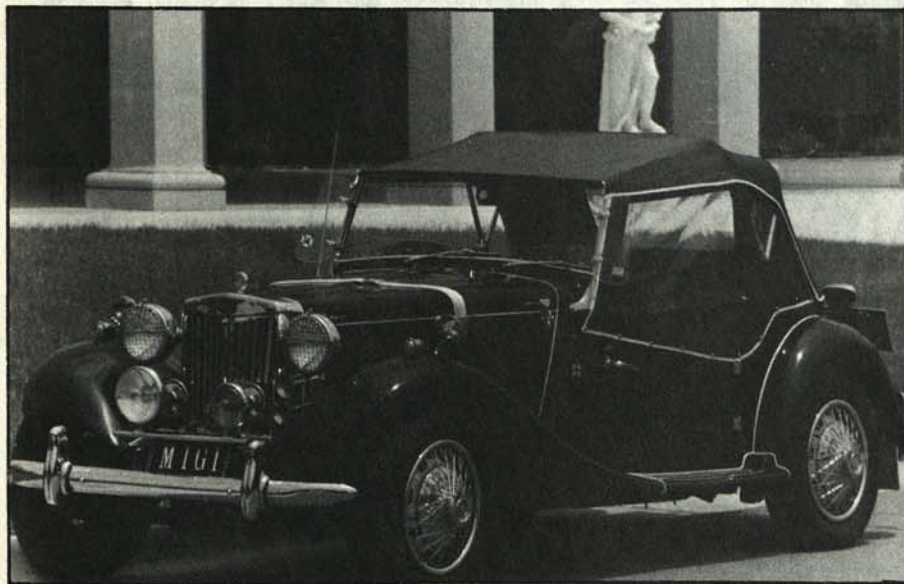
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Jack searched many years to track down the original car and molds. He has announced he will be offering the Ginetta in kit form, supplying the fiberglass body, tubular steel space

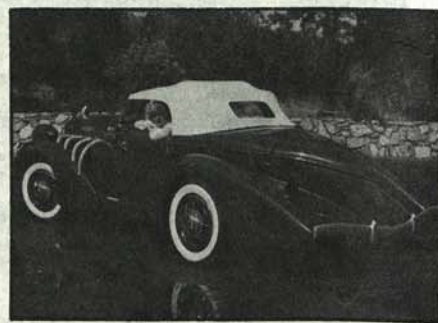
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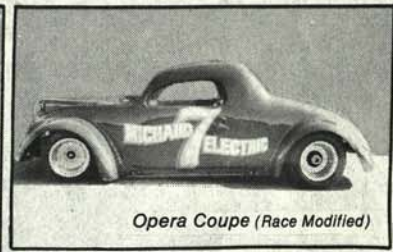
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# The Best MG-TD Replica... Judge For Yourself

## Check These Exclusive Corsair Features

- Original Style Top
- Original Style Grille
- Original Style Tail Lights
- Pre-wired Dash
- Antique Gauges
- Rear Spare Tire Mount
- Hand-laid Fiberglass body
- Molded-in Steel Subframe
- Fiberglass Floorpan
- Triple Plated Chrome (brass castings)
- Factory Installed Doors
- Original Style Fold-Down Windshield

## Try The Corsair Comparison

How does the new Corsair MG-TD stack up against the competition? Just check the features above and decide for yourself. After you compare it for authenticity, ruggedness, and buildability, you'll see that nothing else comes close.

## Taking the Pain out of Assembly

Other kits offer you dozens of body parts that require weeks to assemble plus hours of trimming, sanding and fitting. Corsair delivers a hand-laid fully

unitized fiberglass body ready to drop on your chassis. The doors are hung at the factory. Other kits provide you with a dash, a set of instruments, a wiring harness and pages of long-winded instructions. With the Corsair MG the dashboard and antique style instruments are installed, the fuse block is connected and wiring harness is laid in place. So, while others are still at work on their kits, your Corsair will be on the road.

## Original Style Features

That's not all you get with Corsair. Our grille and all trim components are solid brass castings, triple plated in chrome. Our 3-bow top features a rugged original style steel mechanism instead of flimsy aluminum bows. Our authentic fold-down windshield is a dead ringer for the original. The one-piece body features a full floorpan with steel side rails, for the most solid ride you'll find anywhere.

But don't take our word for it. Compare all the MG replicas. You'll see that Corsair is in a class by itself!

Corsair Sales  
Box 180, West Highway 34  
Dept. KCG  
Madison, S.D. 57042



(605) 256-3251

Yes! I want to learn more about the Corsair MG-TD.

- \$3 enclosed for complete information  
 \$20 enclosed for Corsair assembly manual

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State \_\_\_\_\_

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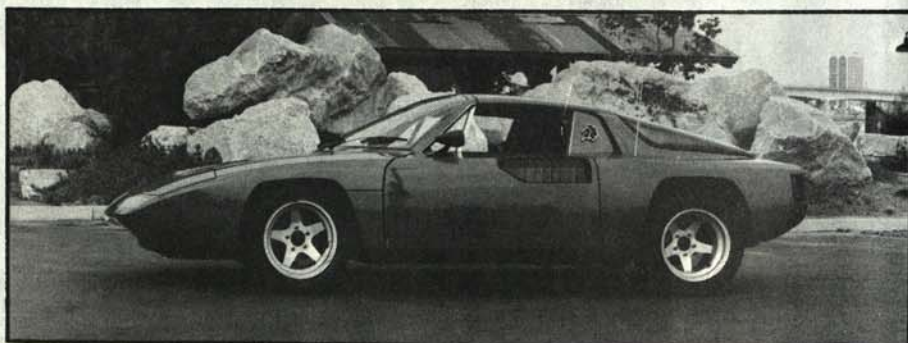


## Corsair MG

Corsair has just introduced two new MG-TDs, including a front-engine Pinto version and a VW-based kit. The main body, floorpan, cowling, dash and rear fenders are molded together into one solid, rattle-free fiberglass unit. Corsair's MG is delivered virtually pre-assembled and features a tilt-down windshield, authentically detailed top with steel bows, a full-length chrome grille, and many originally-inspired trim pieces and fittings. For more information write Corsair Sales, Box 180, West Highway 34, Dept. KCG, Madison, SD 57042, or call (605) 256-3251.

Maserati? Look again! It may look like a Maserati Merak, but looks can be deceiving. Underneath it all beats the heart of a Porsche 914. But this one is no ordinary 914. Nope, it is powered by a mid-mounted Chevy V8. Called the Mearas car, it is offered in kit form consisting of the fiberglass body, windshield and rear window. Jaidecar, manufacturer of the Mearas car, also makes adaptor kits for V8 installations in Porsches. For more information contact Jaidecar, 2105 Cowles, Dept. KCG, Long Beach, CA 90813, (213) 435-2947.

## Jaidecar



## Classic Motor Carriages Miami Headquarters

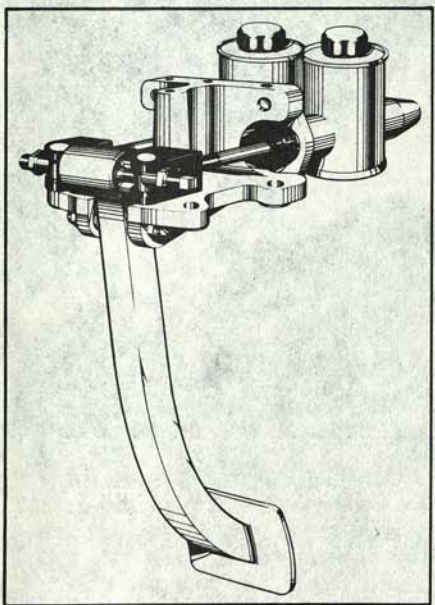
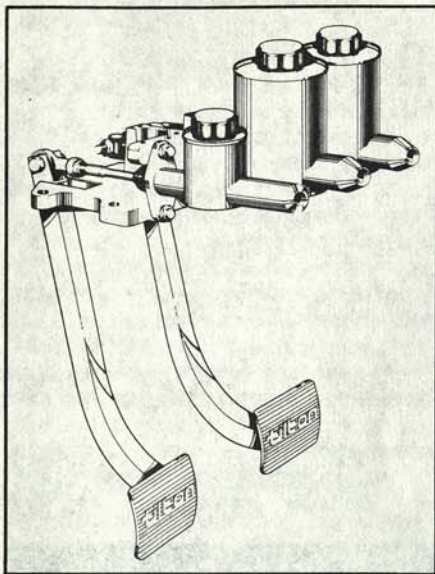
### The Biggest



Classic Motor Carriages, today the world's largest replicar producer, has moved into their new 150,000-square-foot headquarters in Miami, Florida, where the 240 CMC employees produce approximately 250 kits and 20 factory-assembled cars per month. CMC is currently adding another 60,000 square feet of showroom and workshop space to the headquarters, where they manufacture the Gazelle, Custom Bugatti, Classic Speedster, Speedster C and Classic TD.

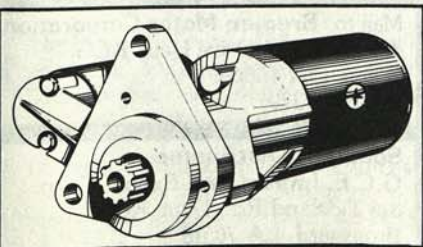
Row after row of fiberglass bodies, fenders and other pieces are on hand to ship to new customers as well as former customers who need replacement parts. The CMC complex houses a complete fiberglassing facility, upholstery shop and metal fabricating plant. One entire corner of the headquarters is a 45-foot-high tower with a revolving display on the top floor featuring Classics' replicars. CMC invites readers to tour their plant. Their address is: Classic Motor Carriages, 16650 N.W. 27th Avenue, Dept. KCG, Miami, FL 33054, (305) 625-9700.

## Inside Reports



### Tilton Engineering

Whether your kit car requires a light-weight pedal assembly, lightened fly-wheel, racing clutch, or heavy-duty disc brakes, Tilton has them all. Among the other components they carry are heavy-duty starters and brake cylinders. They also offer technical assistance on their products. For their catalog write to Tilton Engineering, P.O. Box 1787, Dept. KCG, Buellton, CA 93427, (805) 688-2353.



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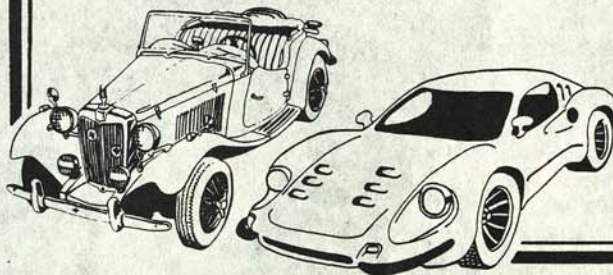
There is no substitute for experience. At **KIT & KABOODLE**, we were selling and assembling kit cars before any current manufacturer was in business! Our "hands on" experience has enabled us to select the best kits - kits that go together right and provide the most driving enjoyment when completed. As an independent dealer, **KIT & KABOODLE** is free to help you choose the best kit for your particular needs. We know each kit's advantages as well as any disadvantages and will be glad to provide all the information you need in order to purchase the best kit (with no unwanted surprises!). Our prices are the lowest in the country-no hidden expenses. (We welcome the chance to equal or beat anybody's written prices.) Our advice is free... so call or write.

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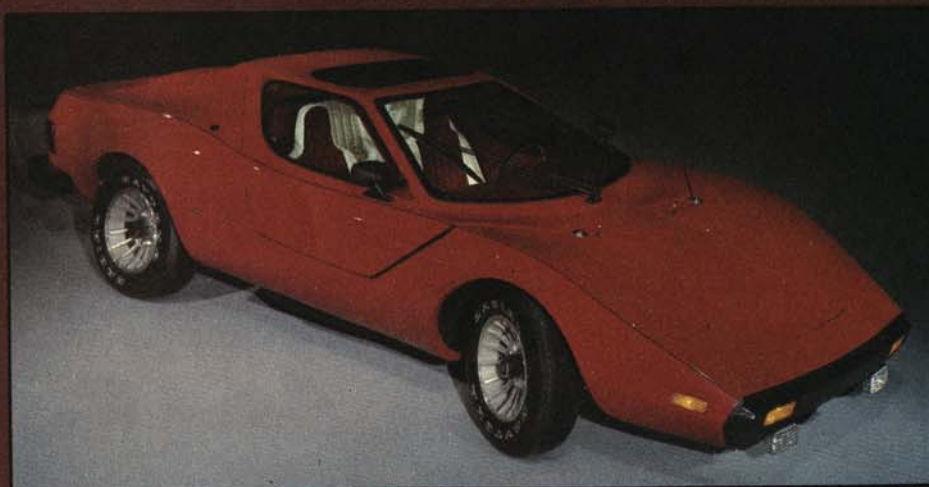


# The Classics



*Classic Motoring* - No kit has ever been as popular as the MG-TD. And no MG ever been as complete and easy to assemble as the **Lafer MP**. Just look at what the kit includes: Adjustable leather bucket seats, rosewood dash and steering wheel, lacquer-painted one piece body, carpeted trunk, rugged steel convertible top frame, slide-up removable tinted glass windows, interior door locks, collapsible steering column, VDO gauges, quartz clock, and even an optional hardtop. When it comes time to make your buying decision the choice is simple. Lafer MP is the one for you.

*Classic Styling* - The **Mini Mark** may be the most well-built classic of them all. It features Bremen's famous glasswork, similar to that found on expensive yachts. Its solid, rattle-free fiberglass body has fenders strong enough to jump on, and a glossy gelcoat color that will remain beautiful for years to come. This 1932 Lincoln inspired two seater also comes with an exhaustive list of standard equipment including Bremen's custom bucket seats, instruments, lights, upholstery and an all-season hardtop. Compare prices, compare quality and you'll discover why the Mini Mark is the best buy around.



*Classic Sports Car* - the **Sebring's** blend of lasting design and superior engineering has already become a classic. It is a concept of singular purpose . . . a perfect match of man and machine. The Sebring is offered in both a VW rear engine version and a new custom V6 chassis designed to enhance weight distribution and performance characteristics. Special features include 4-wheel drum brakes, 4-speed synchromesh transmission and independent suspension, front and rear. With a beefy V6 turbo the performance of the Sebring is simply unmatched. Put yourself behind the wheel of a truly contemporary sports car, the Sebring.

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  - Sebring info pak \$2.00
  - Sebring assembly manual \$25.00
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The handsome Gatsby Cabriolet is built for durability as well as beauty. The solid steel body is accented with hand-laid fiberglass fenders (complete fiberglass bodies are optional). Its dependable GM or Ford V8 powerplant delivers thousands of pleasurable driving miles.

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\* All kits are factory assembled prior to shipping.

# Inside Reports

Perhaps the best new kit car of 1983 was the Alpha I GTO, because of its exact Ferrari-like proportions and its simplicity. Looking at the GTO roofline, it is obvious what Italian sports car builder inspired the original Datsun 240, 260 and 280 Z. And now, the Datsun has been adapted as the base for a Ferrari GTO replicar.

The easiest kit car to build is one that requires only cosmetic changes in the outer bodywork. The Alpha I GTO fits this definition, featuring bolt-on front and rear body clips and hood, and bonded door skins. No mechanical modifications are needed, nor are there any electrical or upholstery changes. All you do is install the Alpha kit on the Datsun, paint it, then equip it with spoked rims and wide tires.

When completed, the Alpha I GTO is a dead ringer for the original, without the hassles normally associated with a Ferrari (\$1,200 tune-ups, etc.). For around a tenth of Ferrari's price, you enjoy the reliability of a Datsun powertrain as well as exotic styling.

The Alpha I GTO was featured on the covers of *Kit Car* as well as *Kit Car Quarterly*. For more information write to Alpha Design, 5601 Engineer Dr., Dept. KCG, Huntington Beach, CA 92649, or call (714) 891-9161.



## Alpha I GTO



## Griffin Neoclassic

The latest addition to the neoclassic scene is the Gatsby Griffin, a two-place roadster with a trunk-mounted spare tire and roll-up glass side windows. Like its brother, the Gatsby Cabriolet, the Griffin employs Sprite doors, windshield and convertible top. The kit is designed to incorporate a lengthened Ford LTD frame and drivetrain. The fiberglass body, as well as the fenders, body mounts, bumper brackets, windshield and frame, wood dash, all trim and hardware, are included in the kit. For more information on Gatsby autos, write to Gatsby Productions, P.O. Box 23099, Dept. KCG, San Jose, CA 95153, or call (408) 295-8092.



## B M Enterprises



The last of the legendary Porsche Spyderys, the RSK, is now offered as a kit by B M Enterprises. It is made to fit over a shortened VW floorpan with swing-axle rear and ball-joint front suspension. A custom frame is also available to mount the VW or Porsche engine amidships, using the later CV-joint-type transaxle and coil-over shocks. A plexiglass windscreen is standard, and a wrap-around Speedster windshield is optional. The kit includes upholstery, seats, wiring harness, lighting, plexiglass headlight covers, hand-laid fiberglass body, stainless steel gas tank and racing gas cap, brackets and exhaust system.

Less racy but no less cute is the Madison Roadster, also offered by B M Enterprises. This kit is designed to employ a standard-length VW floorpan and drivetrain, reusing the VW wiring harness and gauges. The one-piece fiberglass body is gelcoat finished, and features a hinging rear boattail engine cover. Under the hinging front hood is a large baggage area. Optional accessories are chromed bumpers, side exhaust pipes and spotlights. For more information on the Madison or the RSK Spyder, contact B M Enterprises, 1512 Elizabeth Drive, Dept. KCG, Petaluma, CA 94952, (707) 763-5019.

# Inside Reports



## Marauder Countach

Marauder has added a replica of the Lamborghini Countach to their line of high performance coupes. It is best described by Randy Berry, Marauder's President, who says "it is nothing more than an IMSA race car for the street with a plush interior." This replica is potentially one of the fastest cars available as a kit. Randy estimates a top speed of 200 mph or more is possible. Aerodynamic features include a built-in air dam, rear spoiler, flared fenders and side NASA ducts, and these contribute to stability as the car goes faster.

The builder must supply a small block Chevy or 351 Cleveland, a set of P7 wheels, and paint. The remainder is furnished in the kit. An IMSA chassis with integrated roll cage, and independent front and rear suspension with Koni adjustable coil-over shocks and upper and lower A-arms are standard equipment. A steel master cylinder with a balance bar and disc brakes provide stopping power. A ZF 5-speed gearbox and power rack and pinion steering are also included. Twin radiators and fans are mounted in the front. All wiring, lighting and cooling lines are installed. Recaro leather seats, air conditioning, electric windows and a heater/defroster all are found in the Countach interior. With a standard list like that, who needs options?

Five inches has been added to the replica's wheelbase in the cockpit area to allow taller drivers to sit comfortably. The hand-laminated body is made of Kevlar and carbon fiber. This is the same material that is used in aircraft. It is about ten times as expensive as regular fiberglass, but approximately one third the weight, while possessing equal strength.

If you would like more information about this or any of Marauder's fine replicars call or write to Randy at: Marauder & Co., RR #2, Box 102, Dept. KCG, Potomac, IL 61865, (217) 569-2255.

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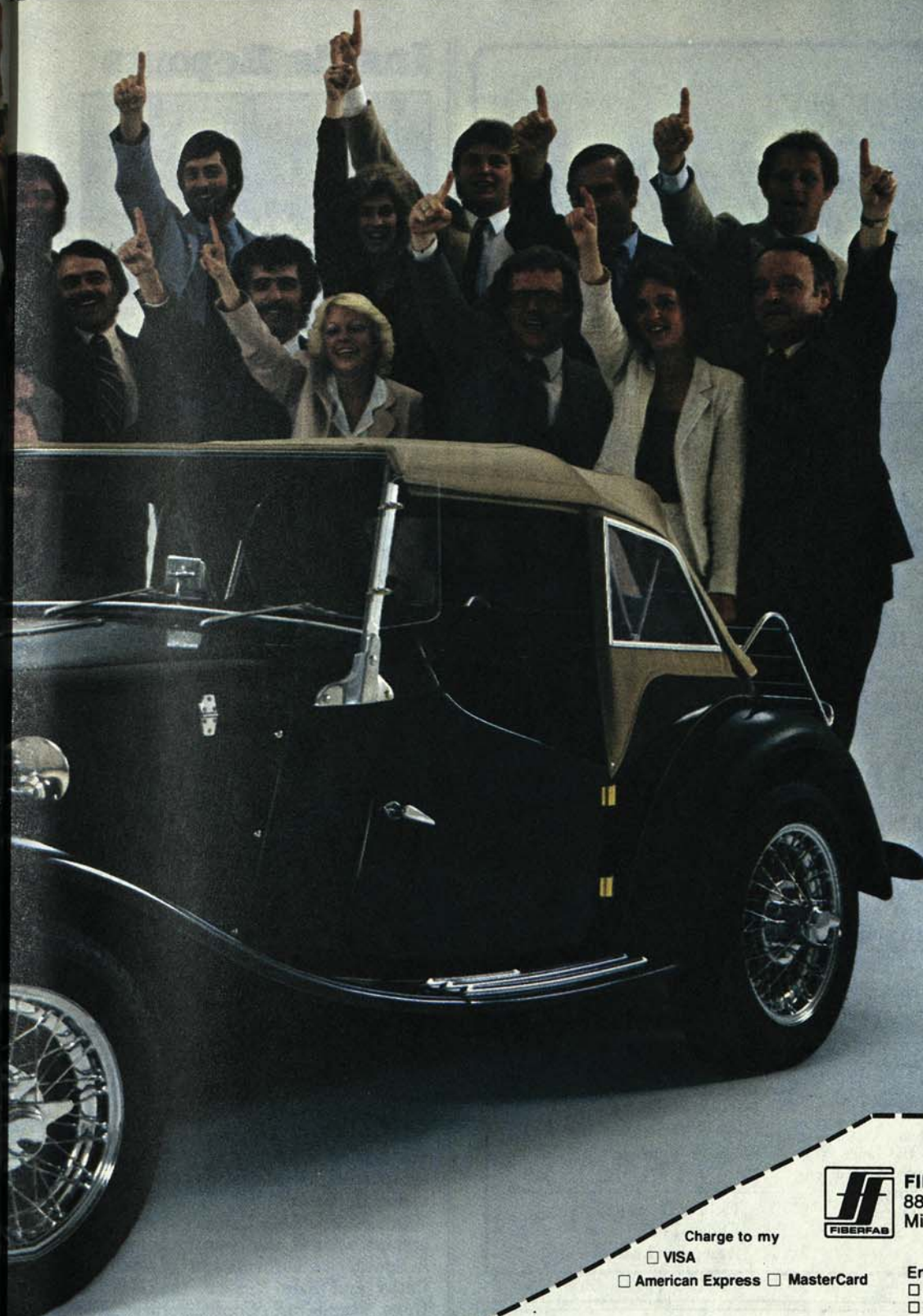
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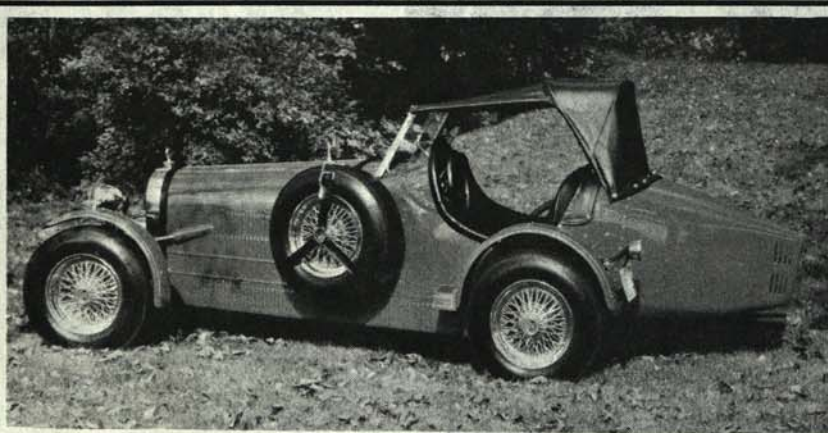
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## Inside Reports



### Model 52

British Coach Works' Model 52 is an authentic fiberglass replica of the 1952 MG-TD. Kits are offered for a front-mounted, water-cooled 4-cylinder engine, as well as for the rear-mounted VW. In addition to the fiberglass body, upholstery and hardware, the kit includes triple chromed brackets for a fold-down windshield, mirrors and hinges. The lights, brackets and convertible top are originally-styled. For more information write to British Coach Works, Dept. KCG, Arnold, PA 15068, (800) 245-1369.



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### Contemporary Cobra

Look for a new Daytona Cobra Coupe to be produced this year by Contemporary Classic Motor Car Company. The replica is styled after the Shelby Daytona Cobra, and is powered by a small block Ford V8. A more plush interior and air conditioning are slated, changing the concept of the Daytona Cobra from a race car to a luxury touring coupe. Meanwhile, Contemporary has surpassed 250 in sales of their replica Shelby 427 Cobra, establishing them as the largest Cobra-maker in the country.

One of the many Contemporary dealerships around the country is located in Southern California and operated by Cathy and Ron Russell. It offers all three stages of Contemporary kits from the basic body kit to rolling chassis and complete cars. The Russells also supply power-assist brake units, Jaguar "E" type suspensions, and other parts. For more details on the Contemporary Cobra contact Cathy or Ron at Russell's All Custom Engineering, 1325 E. Franklin Ave., Dept. KCG, Pomona, CA 91766, (714) 594-6869, or write to Contemporary Classic Motor Car Company at 5-7 Tecumseh Ave., Dept. KCG, Mt. Vernon, NY 10553, (914) 664-8906.

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## Hunter Triumph

At first glance the Hunter could be mistaken for a Morgan or a Jag, although it is not a copy of either. This two-seater not only possesses all-English styling, but its undercarriage is British as well, employing Triumph TR3, 4, or 6 running gear, chassis, gauges and wiring. The fiberglass body is made to fit the stock Triumph mounts, and features a convertible top and plexiglass side curtains stowed behind the seats. Among the many unique Hunter details is a gas filler neck under the knock-off hub that fits on the leather-strapped spare tire. In addition to the fiberglass body, the complete kit includes the windshield, upholstery, dashboard, seats, lights, polished aluminum trim, gas tank, steel brackets and hardware. For more information contact Vintage Motor Works, P.O. Box 884, Dept. KCG, Sonoma, CA 95476, (707) 938-2309.

## Jatech Eccentric Spindles

Any of you who are building a VW-based, GT-type kit car will probably need to lower the stock VW front suspension. There is a new kit that does this without welding or torsion tube removal. It consists of two eccentric spindles which have been carefully cut and rewelded to lower a ball-joint suspension by 2". The spindles will fit disc or drum brakes. A spindle kit is also offered that raises the front end by 2". For more information on these kits as well as the Jatech Porsche/V8 engine conversion, write Jatech Forge, 2105 Long Beach Blvd., Dept. KCG, Long Beach, CA 90813, (213) 432-4973.

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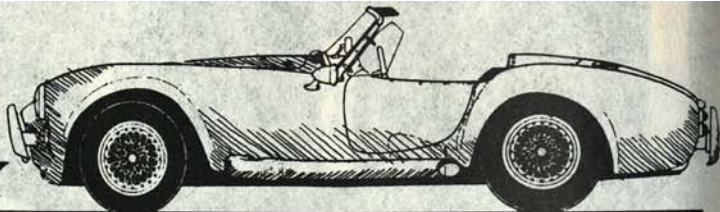
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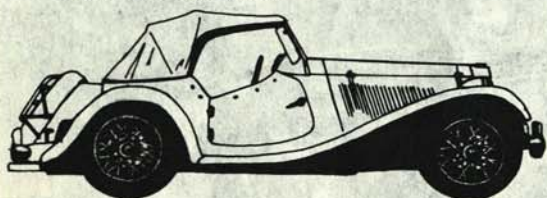


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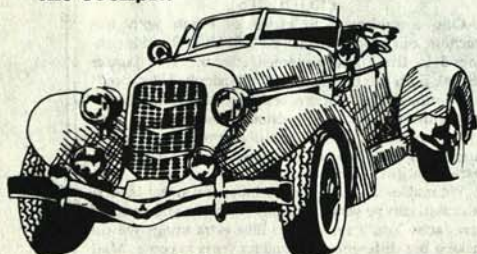
# THE OFFICIAL GUIDE TO THE KIT CAR BODY



In the kit car business the air has been clouded with nebulous terminology aimed at describing kit car bodies. Roadster, Speedster, Cabriolet, Coupe, Hardtop, Ragtop, Saloon, Phaeton—all whisk about the air in kit car conversations. The trouble is, two or more terms often apply to the same body style, some terms have been erroneously used, and some terms have been correctly used, all adding up to a confusing situation. To set the kit car record straight, the following list of terms are defined:



**Roadster**—This is a form of convertible, always a two-seater, usually with the rear cowl ending at the seat backs. The convertible top usually removes, but sometimes it folds down behind the seats. The body has no roll-up glass. Instead, plastic or plexiglass side curtains keep the weather out of the cockpit.



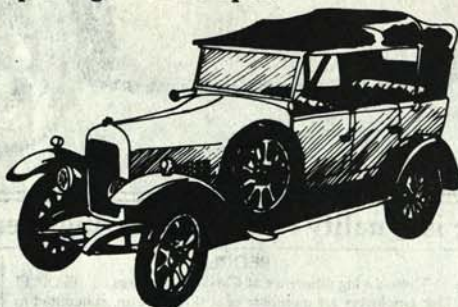
**Speedster**—This type of body may or may not have a convertible top, but the body style is open with little provisions for passenger comfort. Originally, this word designated a race car with no fenders, windshield, top or doors. Porsche named its bohemian 356, "Speedster," and although it had somewhat of a ragtop, the windshield was removable and the interior was spartan. Auburn named its boattailed classic, "Speedster," also, but it included a few more creature comforts than the Porsche.

**Cabriolet**—This is a convertible with roll-up glass window, and the convertible top usually has a headliner. Considered the most luxurious of the open cars, the cabriolet originally had part of the convertible top frame exposed to the outside behind the glass side windows, but later models eliminated this feature, called a "Landau Bar."

**Coupe**—This body style is a hardtop, two-seater. Any fixed head (English terminology for hardtop) with provisions for two people, even if it has a child's seat behind, is considered a coupe. These may or may not feature a sunroof. The coupe has doors with thick side window frames attached, or doors with the window frames affixed to the glass.

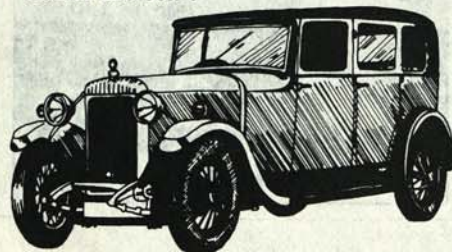
**Hardtop**—Usually reserved for a two-door body style with chromed side window frames mounted on the glass or no frames around the glass, instead of window frames fixed to the doors.

**Town Car**—A luxury car with a chauffeur's cockpit exposed to the outside and a saloon behind it to house the passengers. Sometimes the window separating the chauffeur from the passengers slides open.



**Phaeton**—This is an open, 2- or 4-door, 4-passenger car with a convertible top that is affixed to the car's rear cowl. Side curtains keep the weather out. Phaeton is synonymous with a touring car. Sometimes a separate cowl and windscreen is provided for the rear seat passengers.

**Ragtop**—This is another word for a roadster. Usually the top unsnaps off the car, but it can also fold down behind the seat.



**Saloon**—Defined as the passenger cabin of a ship, this term has been applied to any 4-door passenger car with a hardtop. Luxury auto manufacturers euphemistically use the word to dress up a 4-door sedan.

**Dropped Head Coupe**—The English way of saying "cabriolet."

**Fixed Head Coupe**—The English way of saying "hardtop" or "coupe."

**Sport Coupe**—A two-door sedan with canvas or vinyl fixed roof and a landau bar. Later sport coupes eliminated the landau bar and vinyl top.



**Canopy Top**—The whole top, including windshield and windows, hinge up and down to allow passenger entry and exit.

**Suicide Doors**—These doors open the wrong way, if you're going over fifty miles an hour. The hinges mount along the rear edge of the doors, and if they are opened at high speeds, the wind rips them off their hinges. Hence the name "suicide doors."



**Gullwing**—This is a coupe with the doors extended up into the roof structure. The doors hinge at their uppermost sides on the roof, and when they are both open they actually look like gull wings. Some coupes' doors hinge upward at the front, looking like gull wings when opened.

**Targa Top**—This is a car with a removable hard or soft top, and a rear roll cage which features built-in glass or an unzippable plastic window. The top can be made of fiberglass, rubberized canvas framed in metal or wood, or plexiglass. If a structural center remains in the top when the removable section is gone, this is not a Targa top. See next term for explanation.

**"T" Top**—This body style is a hardtop with removable top quarters, usually plexiglass or glass see-through structures. A center member connects the windshield to the rear body.

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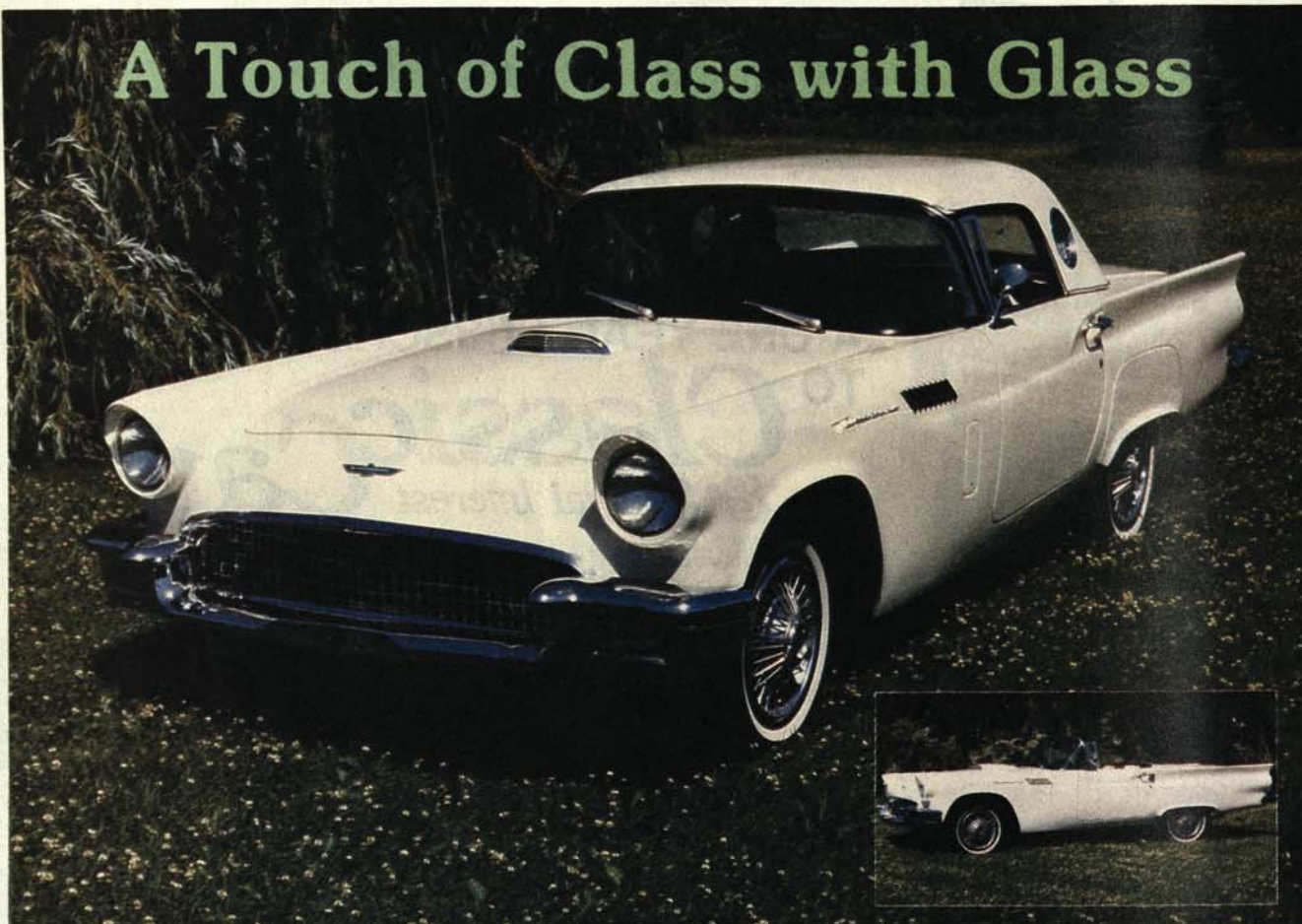
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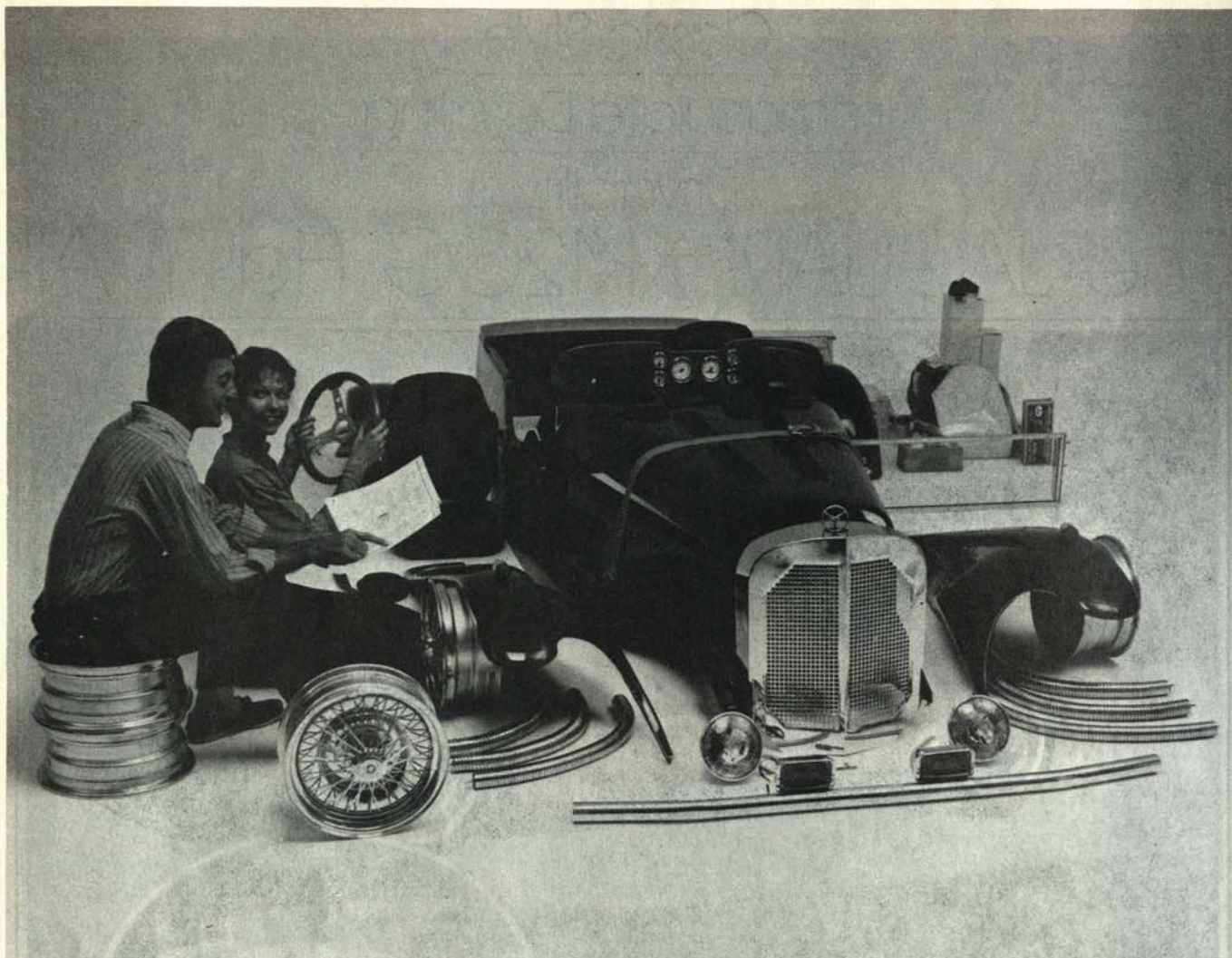
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### Creators of the Gazelle

The world's largest replicar maker (and creator of the Gazelle) is Classic Motor Carriages of Miami, Florida, and the reason everyone relates the kit car they saw at the airport to the Gazelle is that Classic Motor Carriages

maintains displays with Gazelles, as well as replicas of MGs, Bugattis and Porsches in more than 2 dozen airports across the U.S. CMC operates out of a 250,000-square-foot facility that includes showrooms for their entire line of kits and replicars, all of which are sold as complete, turnkey autos or as comprehensive kits.

### Exactly What Is a Gazelle?

Inspired by the 1929 Mercedes Benz SSK, the Gazelle is a fiberglass-bodied roadster available in either of two modern drivetrain options. The first option is a front-mounted Pinto with a welded steel tube frame. The builder supplies a 1972-80 Pinto, Mustang II or Bobcat 4-cylinder engine, suspension, brakes, transmission, and rear axle. All these components will be mounted on the Gazelle frame. The second option is a rear-mounted VW kit. The VW Gazelle is considerably less

expensive than the Pinto Gazelle, because no frame is needed. The builder provides a bodyless VW chassis with the engine, transaxle, suspension and brakes intact. The Gazelle kit furnishes the remaining components.

### Gazelle Kit

A standard and a deluxe kit are available in both the VW and the Pinto Gazelles. All the fiberglass pieces, including the main body, inner panels, doors, fenders, hood and trunk, are found in the standard kit. Also included are all steel brackets for the fenders and spare tire, the windshield and frame, headlights, dashboard, and instruction manual. The deluxe kit adds these items to the standard kit: a gas tank, taillights, hinges, latches, hardware, trim, upholstery and carpeting, convertible top and frame, bumpers, and side curtains. The Pinto Gazelle includes a chassis.

### Gazelle for Any Weather

Both the VW and the Pinto Gazelles appear the same from the outside, and they include a fold-down convertible top with snap-on plastic side curtains. A heater/defroster and air conditioning provide a comfortable passenger compartment, no matter what the weather.

### Four Seats in a Gazelle

Both Gazelle models can accommodate four adults, with room for persons up to 6'3" in front. There are two front bucket seats and a rear bench seat. The VW Gazelle offers a massive (12 cubic feet) front storage space under the hood. The Pinto Gazelle features a smaller (4.5 cubic feet) rear trunk sandwiched between the rear seat and the spare tire.

### Building a Gazelle

Almost everyone has heard tales of amateurs building automobiles, and how hard it can be. Parts are hard to find, at least for rare antiques. Metal pieces are rusty and bent. And many of the nuts and bolts are rusted so tight that they break off when removed. Building a Gazelle, by comparison, is much easier. In the first place, the body pieces are fiberglass. They are rust-free, correctly shaped, and finished in gelcoat color. Second, the nuts and bolts all are brand new. They fit perfectly in the places they are designed for. Finally, the Gazelle instruction manual has been written specifically to guide the builder through every step of the process. Instead of a pile of parts resembling a jig-saw puzzle, the Gazelle pieces are clearly identified.

### Building the VW Gazelle

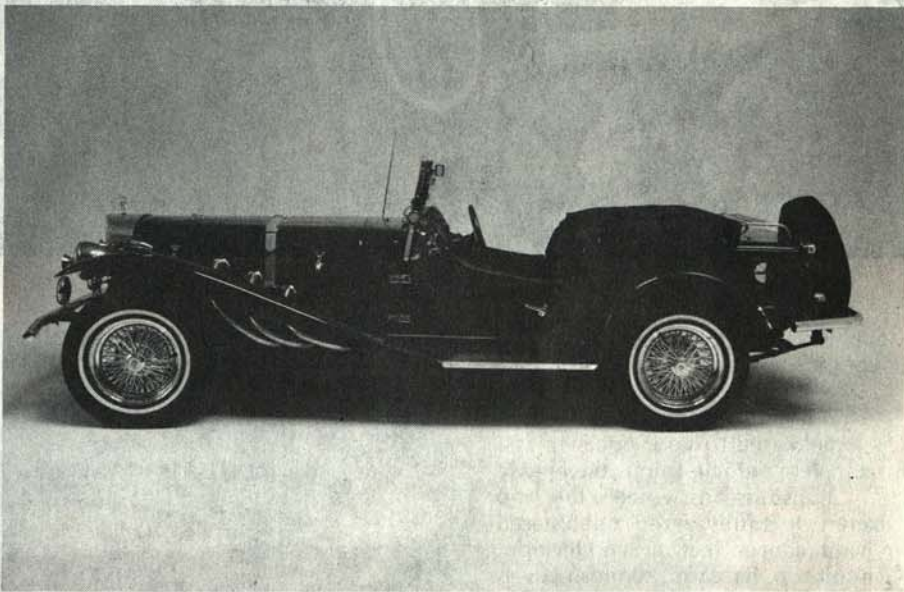
The VW Gazelle is the least difficult of the two models to build, since no floorpan modifications are required. The fiberglass body is bonded to the floor liner with resin and mat. Then the fenders, doors, trunk and hood are mounted, along with the windshield and lighting. A wiring harness and speedometer from a VW are incorporated, or optional classic-style instruments are offered. To finish up, the bumpers and trim are installed. All operations are simply bolt-and-fit, and can be performed with ordinary home workshop tools. And although the Pinto Gazelle takes a little longer to build, it is well within the capability of the home workshop enthusiast.

### For More Information

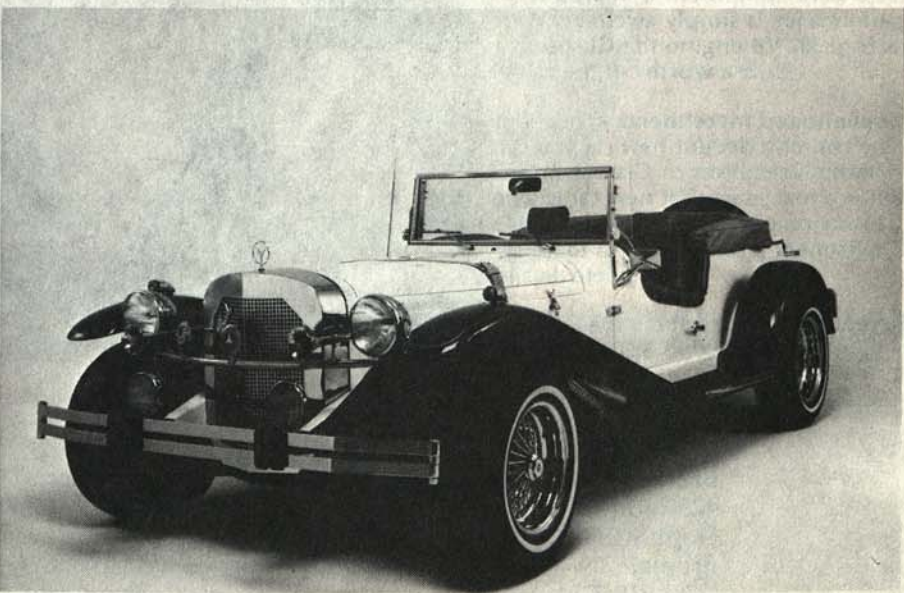
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*Interior is spacious enough for four adults, and features convertible top and side curtains.*



*The Gazelle is offered in front-engine Pinto and rear-engine VW models.*



*Badge bar and spotlights are a few of the many Gazelle options.*

# The Sophisticates



Bremen Motor Corporation offers not one, but two sophisticated motor cars for the discriminating driver. The Creighton and the Glaspac Cobra are designed for those who would rather spend their leisure time enjoying their leisure, instead of trying to build a car from a bare-bones kit. These are complete kits, and of course most of the major pre-assembly is performed at the factory. You supply only the running gear and your good taste.

**Sophisticated Elegance** - The Creighton is an original design that captures all the elegance and panache of the automobile's golden age. This deluxe four-place Phaeton offers comfort, serviceability and all the luxury appointments you expect. The kit features a factory assembled frame, chrome wire style wheels, radial tires, complete instrumentation, tilt steering with mahogany wheel, AM/FM stereo, air conditioning and more. Discover true ease of assembly and timeless elegance. Discover Creighton.

**Sophisticated Performer** - Without a doubt the Glaspac Cobra is the easiest assembling replicar on the market today. This immaculate Cobra is delivered to your doorstep as a complete vehicle minus the engine transmissions, wheels, tires and battery. It is fully wired, upholstered in hand tailored leather, and includes a soft top, hardtop, tonneau cover, side sliding windows, spare wheel, a full tool kit and more. Though its list of standard equipment is impressive its performance is simply awesome. With its Ford 302 V8 engine the Glaspac is a Cobra worthy of the name.



**Sophisticated Investments** - For about the cost of a decent new car you can own a Creighton or Glaspac Cobra. But in a few years that new car will be a rusty relic. Why not buy a valuable investment instead? Call us today for complete details.

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If you're ready for a challenge that's out of the ordinary, then you are ready for the Griffin. Call or write us today to learn how you can own a timeless investment, the Gatsby Griffin.

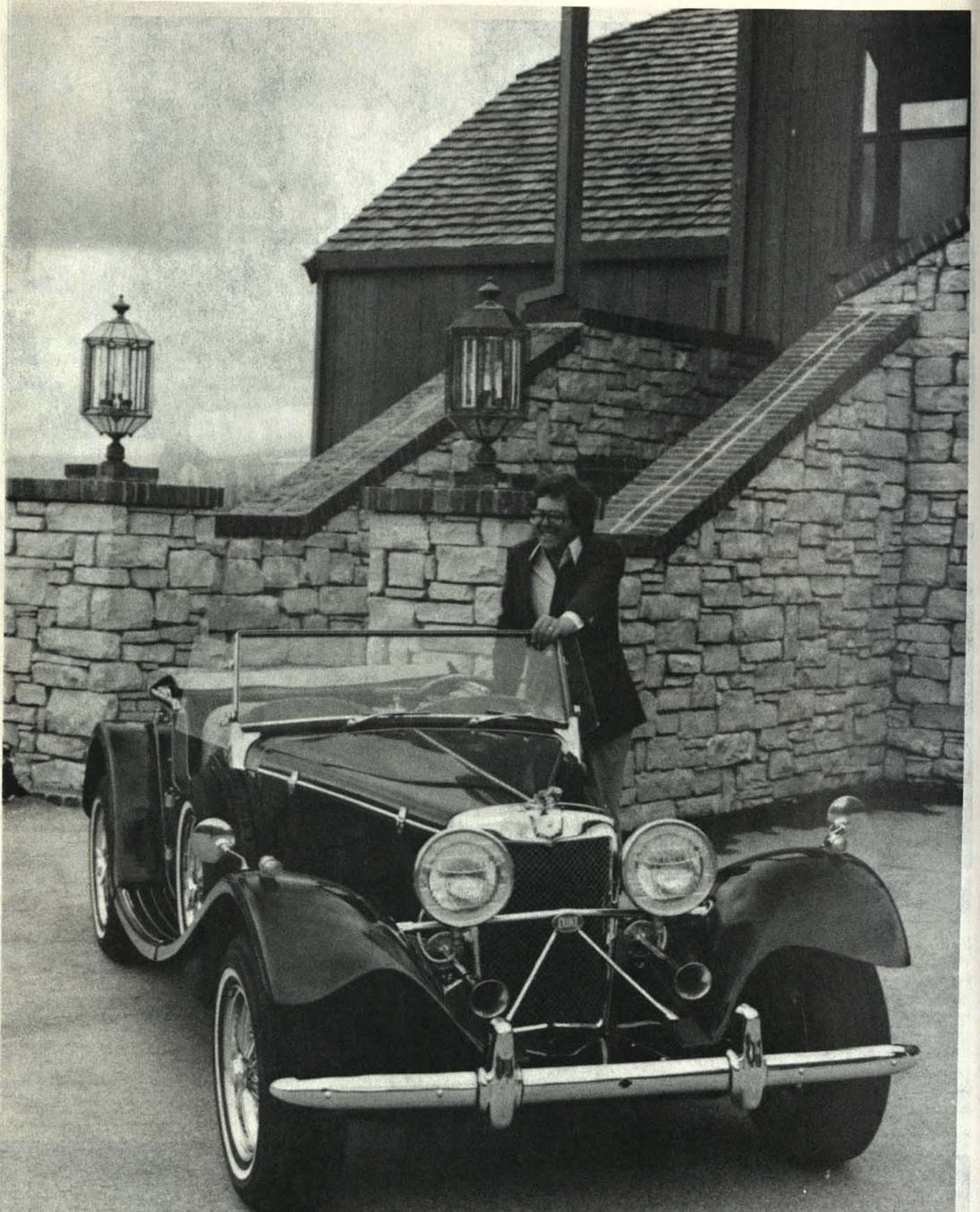
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\* All kits are factory assembled prior to shipping.



**Duke, Duchess, Saxon**  
Classic Roadster's Trio of British Sports Cars

### Styling

The Duke gets high marks for its overall styling. It re-creates the smooth flow of the original fender line. The main body is wider than the Jag and, thankfully, it has more interior space. Up front Classic offers a choice of grille shells and headlamps. Both 9- or 11-inch headlamps are available. The grille surround is offered in brass with triple chrome plating, or in fiberglass with gelcoat to match the body color. Though most people will probably opt for the chrome grille, the fiberglass version makes the hood and the whole car appear much longer.

### Test Driving

Jerry Hunt, of Classic Roadsters, brought a Duke down to San Jose for our test drive. When he turned the keys over to us he boasted that we would find it to be the best car they ever built, which is saying quite a lot. But in most respects it is easy to see why many drivers will prefer the Duke to their other models. On the highway it has a big car ride, thanks to the longer wheelbase, which is nearly 12 inches longer than the Duchess. We drove it about fifteen miles on the Interstate and then up a curving mountain road east of San Jose. The Duke tamed these S-curves better than the Volkswagen Rabbit following behind us.

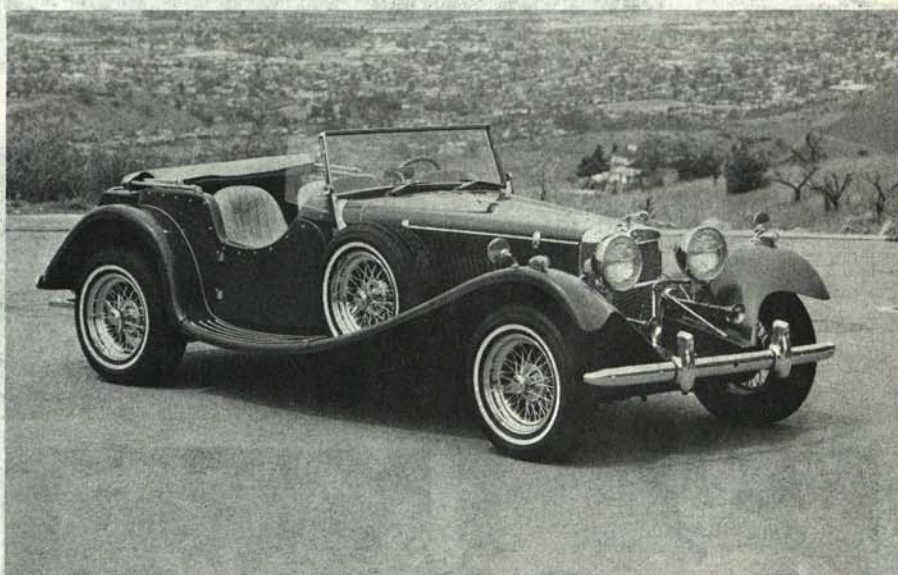
This particular model was powered by a Pinto 4-banger coupled to an automatic gearbox. We would have much preferred the manual transmission. Above thirty miles an hour the car was a little gutless. However, we were very impressed with the comfort of the interior. Drivers up to 6'4" or more can actually say they are not cramped in the Duke. Plus, they won't have any trouble getting in the car, thanks to the wide suicide doors. They are several inches longer than those on any comparable replicar. Form-fitting bucket seats provided decent driving support and they are adjustable fore and aft. Complete instrumentation (speedometer, tachometer, ammeter, oil pressure, fuel gauge) is positioned on a hardwood dash, similar to the Duchess'.

### Kits and Assembly

Two basic kit packages are offered plus the optional Ford conversion. The basic model includes the complete body, steel hardware mounting supports, bumpers, grille, 9" headlights, hinges, taillights, seats, complete upholstery, convertible top, steel frame with floor pan and firewall, running board pads and nylon welting. The deluxe model adds various chrome hardware, the hardwood dash, steering wheel, instruments, a complete wiring harness, Lucas front turn signals, fuse



*The Duke is an agile, well-mannered sports car.*



*Underneath is a stock Pinto 4-cylinder engine and drivetrain.*



*Ragtop really gives the Duke its antique appeal.*

# THE ROMANTIC IMPORTS



**Puma**

For more than fifteen years the Puma GT (coupe or convertible) has been winning the hearts and minds of sports car enthusiasts in Brazil and around the world. It is sold as a pre-assembled kit with seats, carpeting, full instrumentation, a custom dash and steering wheel. The convertible offers the same all-weather conveniences as the coupe: rollup windows, conventional doors, a retractable convertible top, and all-season heating/defrosting.



**Ventura**

Exotic styling does not have to be expensive. The Ventura offers a unique aerodynamic design for less than the cost of most ordinary compact cars. It also is equipped with the creature comforts you will need for a romantic getaway. Deep reclining bucket seats, full instrumentation, plus plenty of storage beneath the rear hatch and under the front hood.



**Adamo**

The Adamo GT is as beautiful as it is functional. Looking for a car that is easy to assemble? Then look no further, the Adamo is the kit for you. There is no fibreglassing, painting, wiring or drilling to do. The body is mounted to a new VW van at the factory. Just supply the suspension, engine, transmission, wheels and tires and you are ready to roll.

# THE ROMANTIC IMPORTS

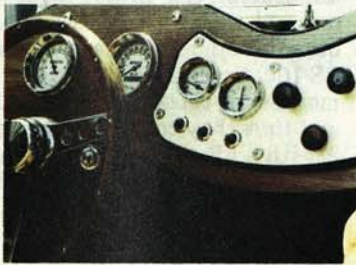
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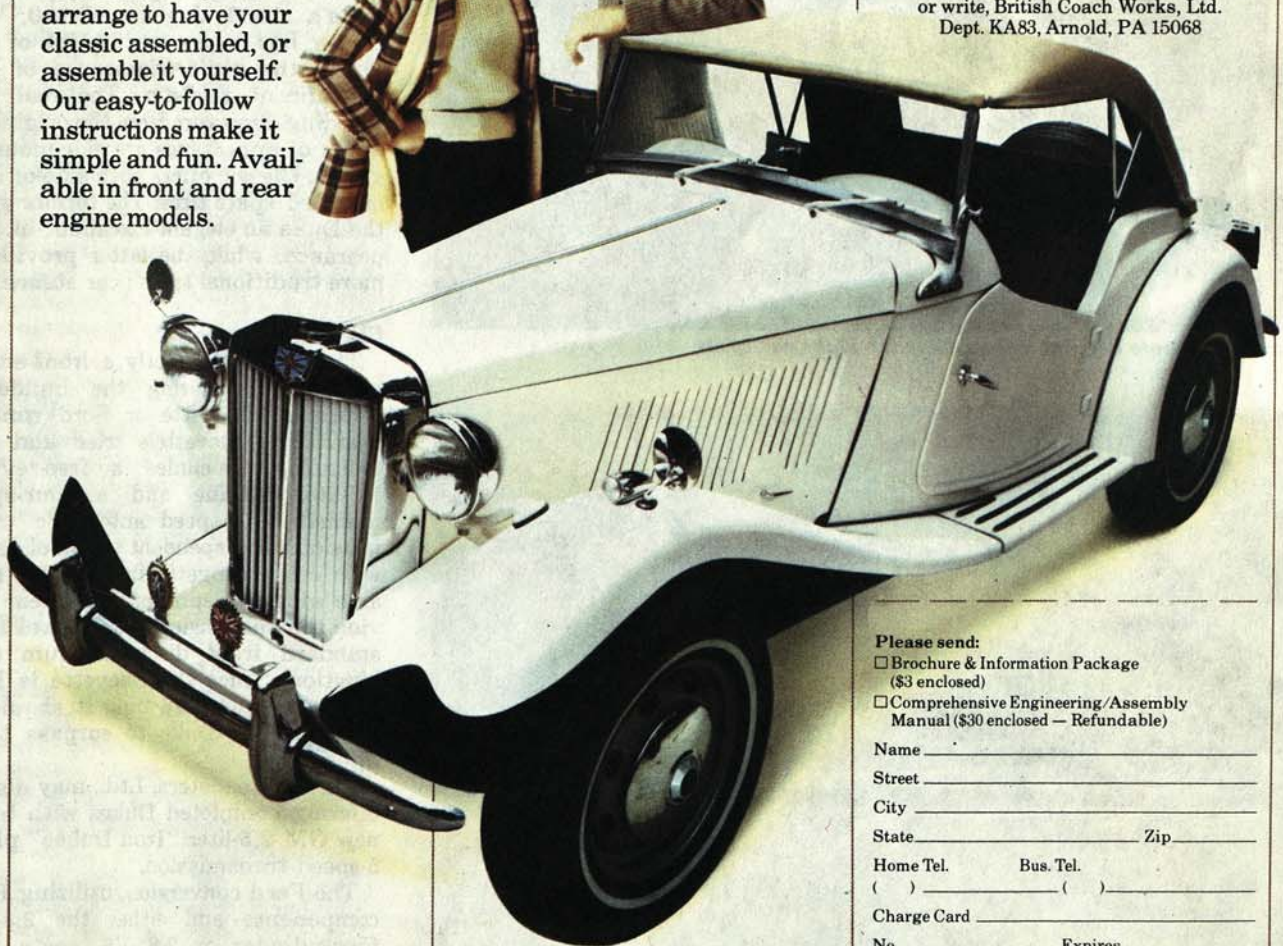


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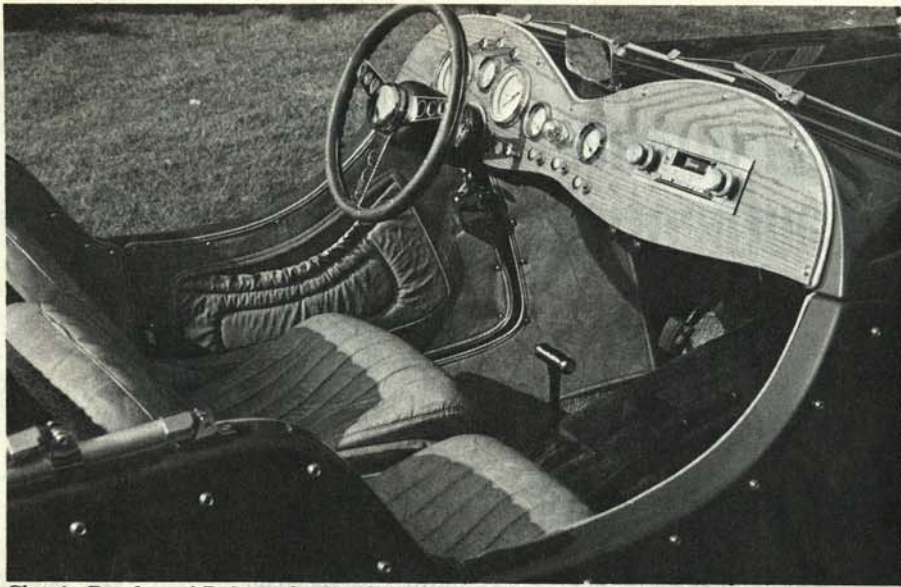
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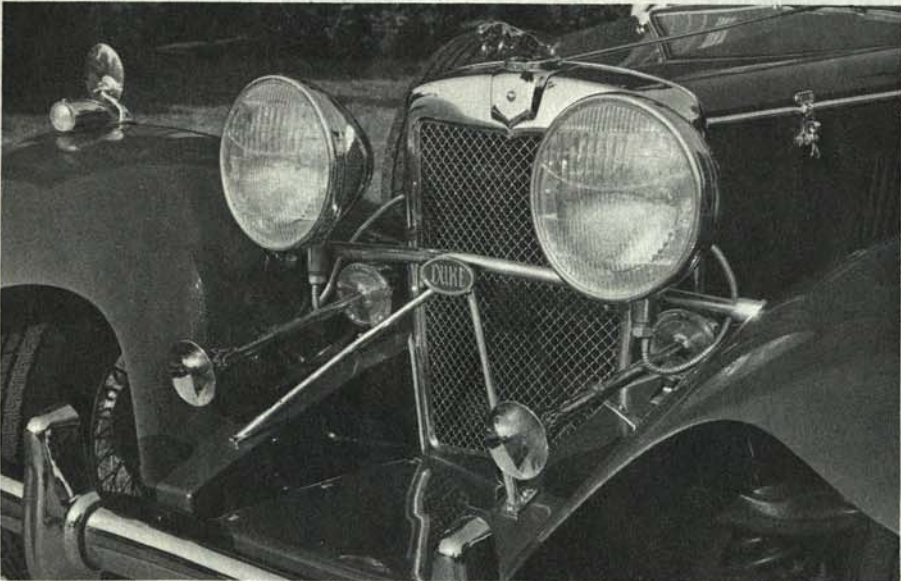
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No. \_\_\_\_\_ Expires \_\_\_\_\_





*Classic Roadsters' Duke is the flagship of their replicar line.*



*Try and find a more detailed replicar. Note the Duke nameplate.*



*Dual side-mounted spares and knock-offs lend more authenticity to this replica Jaguar SS-100.*

block, fastener package, electric radiator fan and other miscellaneous components. Side-mounted spares, the 11-inch chrome headlights with glass lenses, and stainless wire wheels are optional.

For those who want to get on the road in a hurry, Classic also offers a preassembled body option. For \$998 they will put the whole body together so it is ready to bolt to their custom frame. If you like doing the work yourself, you should forego this option. Each Duke body receives 24 hours of trimming, sanding and buffing at the factory and it really shows. You can leave your sandpaper in the cabinet when you build a Duke.

Classic Roadsters, Ltd., newest offering is the Duke, a replica based on the 1939 Jaguar SS-100. The idea of duplicating this British roadster is not original with Classic, for there are two other companies currently turning out SS-100 replicars. But Classic felt the market for this car was still quite large and that they could grab a big share of it with a kit that offered the same high standard of quality found in their Duchess and Saxon models. They are probably right.

#### **Duke's Coat of Arms**

The Duke is inspired by William Lyon's 1939 Jaguar SS-100, and Classic has done a credible job of capturing the swift appearance of this magnificent roadster. The real outstanding departure from the original in terms of appearance are side-mounted spares. Classic offers both side- or rear-mounted spare tires. The former gives the Duke an elegant Excalibur-like appearance, while the latter provides a more traditional sports car stance.

#### **Chevy Underneath**

The Duke is strictly a front-engine conversion, offering the builder a choice of Chevette or Ford running gear. The Chevette's tried and true technology includes a free-revving 1.6-liter engine and a four-speed manual or 3-speed automatic transmission. Independent control arms with coil springs in front and a rigid axle with coil springs in the rear provide the suspension. The brakes are a standard front disc/rear drum combination. Since the Chevette is EPA rated at around 26 mpg it should be easy for the Duke to surpass those figures.

Classic Roadsters, Ltd., may also be offering completed Dukes with brand new GM 2.5-liter "Iron Dukes" plus a 5-speed transmission.

The Ford conversion, utilizing Pinto components and either the 2.3-liter four-cylinder or 2.8 V6, costs \$500 more than the Chevy model. This is because Classic adds several more

parts to the kit, including an alternator bracket and V belt, custom radiator, engine fan, fuel pump plate, an electric fuel pump, and a high torque differential adaptor.

### Flange-to-Flange Construction

As with the Duchess and Saxon kits, the Duke features Classic's unique flange-to-flange construction technique. Each body part has an inside flange which mates to the adjoining pieces for a perfect fit. Using this method requires no exterior bolts or rivets. The bodies are offered in a wide range of gelcoat colors.

### The Duchess

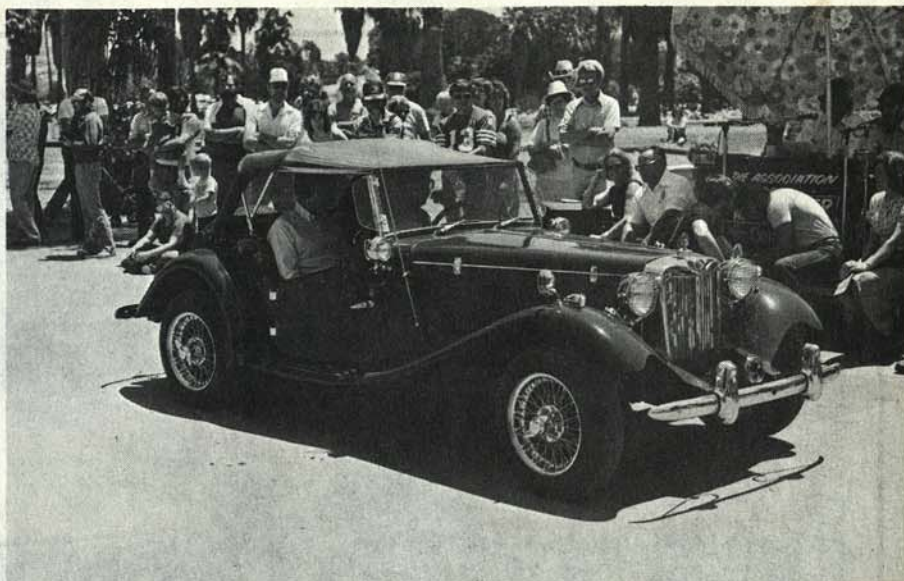
Since the company's inception, the mainstay of its product line has been the Duchess, a replica of the MG-TD roadster. It burst on the scene with a splash in 1980, quickly grabbing a share of the MG replica market with innovations that have since been imitated by many competitors. For example, the Duchess was one of the first replicas to be offered with a front-engine drivetrain and a factory-built frame. And the overall quality of its trim, upholstery and many other components marked it as a car that was a cut above the industry standard at that time.

Gary Rutherford, company President, had seen, driven, and built many other replicas when he started work on the Duchess. He wanted to build an MG that met the needs of the diehard enthusiast as well as the typical American car buyer. One of the first steps the company took in this regard was to increase the passenger space and particularly leg room. In addition, Classic was the first firm to offer the MG with an all-weather hardtop to provide year-round driving capability in colder areas.

The exterior of the Duchess is virtually identical to the original. The grille, headlamp supports, taillight lenses and many other parts are original MG equipment or authentic reproductions. Owners of other MG replicas have even been known to buy trim items from Classic Roadsters. That is about the highest compliment any kit can receive.

### The Saxon

The Saxon is the second of Classic Roadsters' triumvirate of British roadster replicas. It recreates the visual and driving excitement of the Austin Healey 3000, known in its day as the "Big Healey." Original 3000s were remarkably powerful cars, with a big 2.9 liter six-cylinder motor. But many of the originals are gone now, victims of rust or the wrecking ball. For fans of these British sports cars, the Saxon is a great new alternative.



*Classic Roadsters offers the Duchess, a Chevette based MG-TD replica.*



*Classic Roadsters' replicar stables in Fargo, North Dakota.*

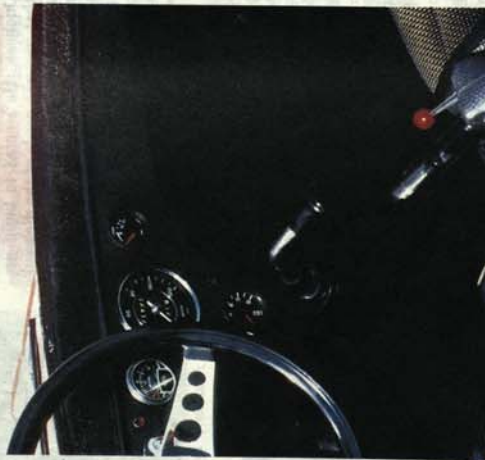


*The Saxon is a replica of the Austin Healey 3000 series.*



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When Chuck Beck called and asked if I'd like to give the "new" Porsche 550 Spyder, I contacted Volkswagen of Germany. I was not really prepared for what arrived an hour or so later. The first thing I noticed was that this automobile was something special. When Chuck asked if I'd like to take it for a few "laps" around the block, I jumped at the chance. As I took the wheel my mind went back to the fifties when I drove my Porsche 550 Spyder. This car was every bit as quick and nimble as the one I raced in the fifties. I was soon convinced that the Vintage 550 Spyder was earned its place in the hearts of sports car buffs as a true replica — of a very famous Porsche. —George Volmer

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# DIAMANTE

## Bill Matthews Builds a Neoclassic Gem

Every great auto has a great story behind it. They all require years of development and the path from drawing board to finished product is cluttered with aborted efforts and discarded ideas. Any car that makes it to the showroom floor has survived countless problems of design, production, financing and, sometimes, just the patience of those involved. For it is the human factor that is most important with any automobile. The really great ones are forged out of sweat and blood, as much as steel or fiberglass. They require thousands of hours of painstaking work, persevering and perfecting.

This story is about the Diamante. In Italian that means diamond. And like its namesake this car began as rough stone of an idea, a gleam in its creator's eye that was shaped, buffed and polished to a flawless finish. In 1983 it is one of the hottest new neoclassic kits, but it has followed a long and interesting path to get there.

### A Little History

Bill Matthews, a Kenny Rogers look-alike, and a self-styled King of the Koachbuilders, is a custom builder of the old school. Starting as a teenager, he built dozens of hot rods, among them a '25 Track T roadster, a "bunch" of '29 highboys and his favorite, a '32 Ford roadster. He had always wanted to create and build his own car, however, but it wasn't until he went to work for Clenet that he saw he could be successful at producing a car of his own design.

In 1977 Bill joined Coachman, just as the Clenet was beginning to sell. By the late Seventies the Clenet roadster was every bit as popular in Beverly Hills as swimming pools and excessive gold jewelry. It had become the most serious automotive status symbol since the Duesenberg.

During Bill's time as production manager, the Clenet's output jumped from two to five cars a month.

### Diamante Phaeton

Throughout this period Bill wanted to design his own car, not just participate in someone else's dream. He also wanted to assemble a car using GM components. We suspect that since Bill is an old hot rodder at heart, he couldn't bring himself to put a plastic body on Ford running gear. In any event, he went to work on the first Diamante, the Phaeton. It debuted at the L.A. Auto Show in 1978 under the title, "Matthews Motor Coach Phaeton."

Though the response was not overwhelming, the car sold well (considering the six-figure price tag) and was featured on the cover of *Motor Trend*.

However, the car was just not that profitable. This four-place luxury neoclassic took a long time to build, and the fledgling manufacturer could not successfully put out a one-of-a-kind car on a production basis.

### Diamante Roadster

After the demise of the Matthews Motor Coach Corp., Bill began working on the Diamante roadster. The car was carved out of urethane foam to look like nothing ever seen before. It was not a facsimile of a Duesenberg or Clenet but an original from bumper to bumper, with the most distinctive grille seen on any American car in many decades.

Although still a limited production model, today the Diamante is sold as a kit, putting into the builder's hands a car that would sell from the factory for up to \$65,000. Employing a Cadillac drivetrain and various parts from Audi and MG Midget, the Diamante can be finished for something in the \$10,000-20,000 range, depending on the aspirations of the builder.

*... It was not a facsimile of a Duesenberg or Clenet but an original from bumper to bumper...*

### Kit Contents

The Diamante kit furnishes the builder with all the fiberglass pieces, including the body, fenders, hoods and louvered sides, and rumbleseat deck lid. Also included is a 2x6x3/16-inch-thick steel frame, chromed bumpers, side header pipes, grille trim, landau bars, headlights and spotlights, convertible top and trumpet horns. The builder adds to the kit a 1977 or newer Cadillac running gear, including the engine, automatic transmission, rear axle, suspension, power steering and column, power brakes and air conditioning. The builder also supplies an MG Midget windshield and frame, vent window door glass, and wiper assembly. A pair of Audi door latches and locks are used.

After about 600 hours (the Diamante is a big car with electric windows and power accessories) you have a Diamante. Like the diamond, it is a symbol of wealth and perfection. It even sports a crystal ornament mounted on top of its radiator shell. It may look like a luxury car but it handles, thanks to its almost 50-50 weight distribution, like it is a lot smaller. This 4,000-lb. car absorbs bumps to its 130-inch wheelbase as if they aren't even there. And it stops better than a Cad Coupe de Ville, using the same brakes.

### For More Information

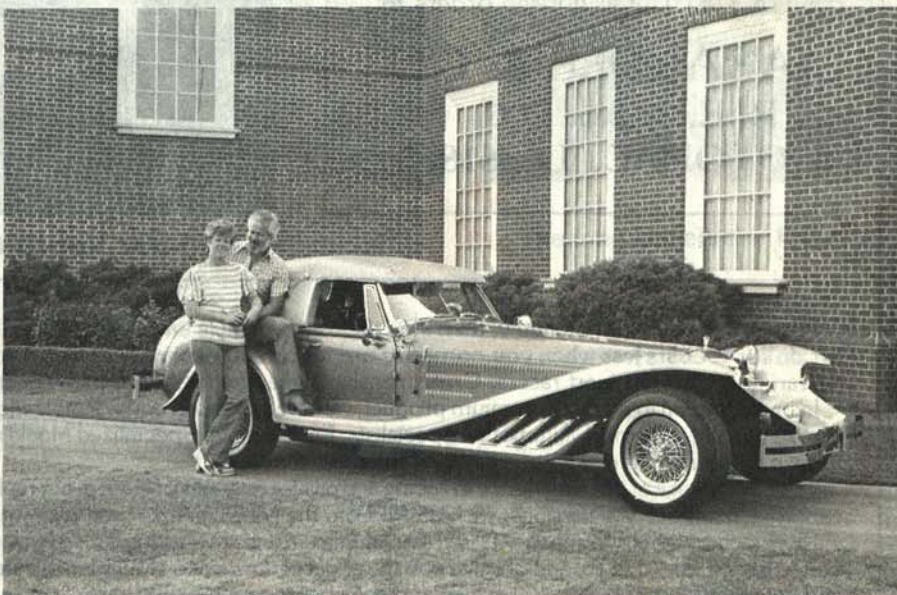
If a Diamante is the gem you've been looking for, call or write: Matco, Inc., 4741 Ortega, Dept. KCG, Ventura, CA 93003, (805) 654-8377.



*That's a real crystal ornament on top of the radiator.*



*Under the luggage rack is a rumbleseat, and handrails are for occupants.*

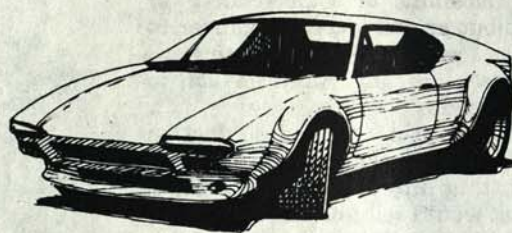


*Karen and Bill Matthews build the Diamante kit as well as neoclassic components.*

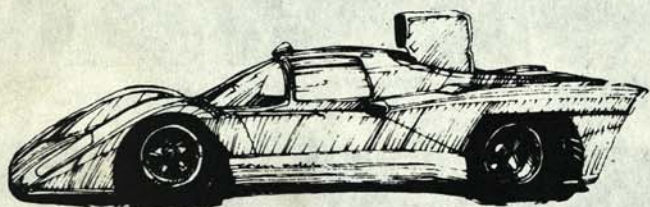
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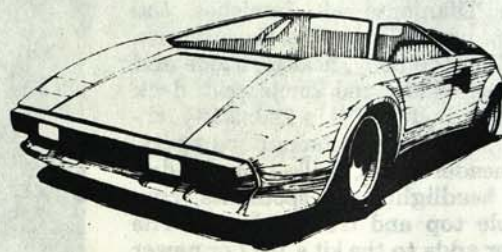
*Marauder 512 M*



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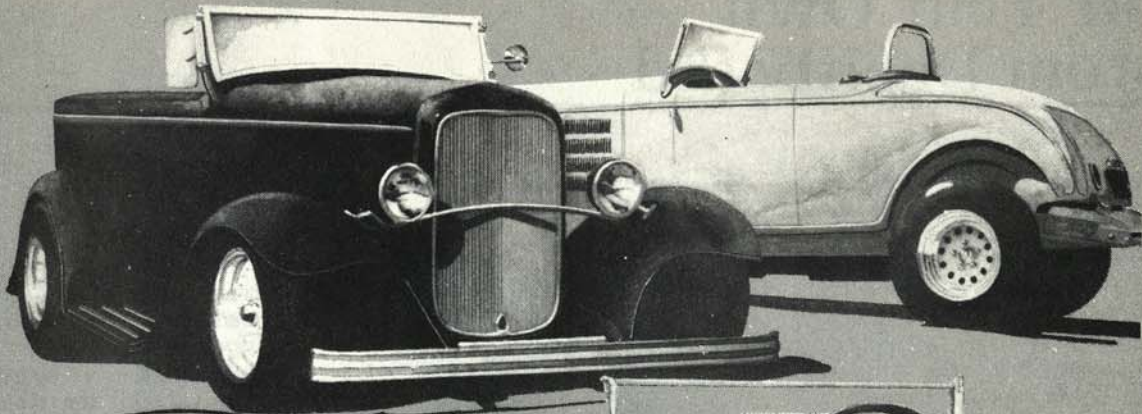
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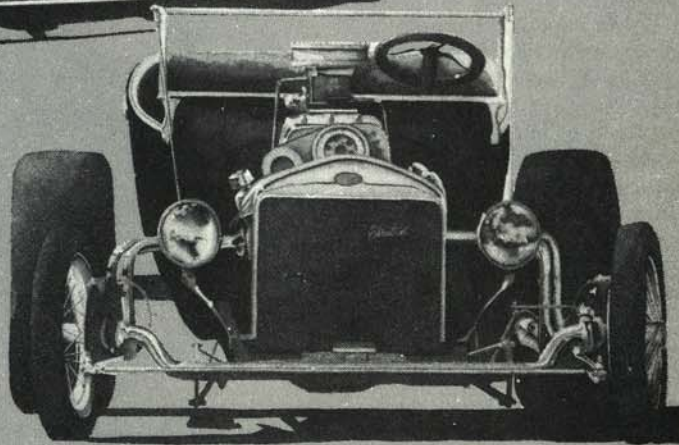
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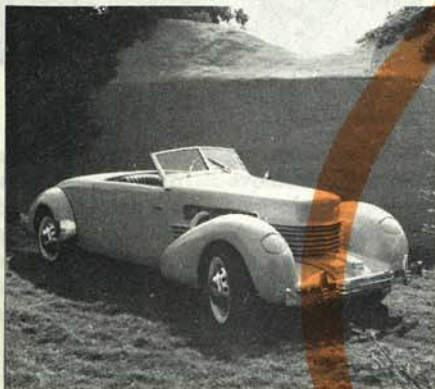


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# Build Your Own Custom Dashboard

After spending your time and money on a kit car's chassis, engine, paint and upholstery, the builder often falls short in the dash area by using painted fiberglass, metal or vinyl. But a wooden dashboard can be the crowning touch to any kit, particularly a replica. Madera Concepts has made wooden dashboards for many of the finest repli-cars, and they have collected some useful hints for the dashboard do-it-yourselfer.

To build a dash is not all that difficult. However, as with any fine detail work, it requires patience above all else. But it is well worth the effort. Not only will you upgrade the value of your kit with a handsome wood dash, but you will also have the freedom to design the instrument panel to your personal specifications. The following materials list and photos will provide you with a clear explanation of what is involved in assembling your own custom dashboard. The photos and information were supplied by Jeff Waico of Madera Concepts, P.O. Box 30851, Dept. KCG, Santa Barbara, CA 93105.

## Materials List

1. Base plywood—high quality marine, preferably veneered in desired choice of wood, 1/4"-5/8" thick
2. Veneer—preferably pliant wood veneer
3. Glue—resin glue, not aliphatic resin glue
4. Finish resin and black or brown stain (to finish edges)

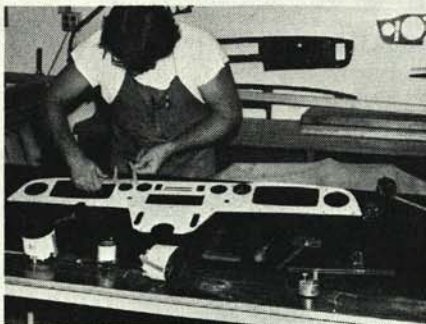


*These are most of the ordinary home workshop tools needed.*

## Tools List

1. Jig saw
2. Electric drill and bits
3. Hole saw
4. Drill press
5. Files, chisels, hammer, C-clamps, ruler, dust filter mask, sandpaper
6. Spray gun, paint roller (for spreading veneer glue)

First, carefully design the dashboard to mount all gauges, switches and other controls, keeping in mind simplicity and function. Make an exact template of the dashboard out of posterboard.



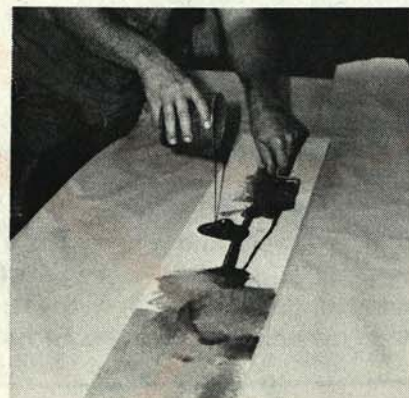
*The posterboard template must be exactly the shape required.*

Following that, the base plywood is veneered, if no pre-veneered material is available. Roll out a thin layer of glue, then lay on the veneer. Put a sheet of plastic over the veneer, then sandwich it with plywood until it is about 2" thick. Put on the C-clamps, starting from the center.



*If suitable veneered plywood is not available, a veneer is glued to the base plywood.*

*Roll out the glue evenly across the base plywood.*

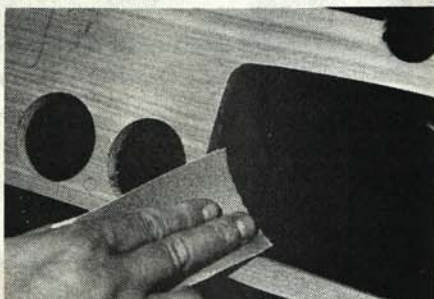


## Placing the Instruments

After about 4-5 days the glue is dry, and it is time to lay out the template and make the cuts and holes. Once the instrument holes are cut out and sanded (use no coarser than 120 grit sandpaper), assemble the gauges and switches on the dashboard and mount in the car. All the mounting holes should be drilled at this time.



*A drill press helps assure accuracy when drilling holes.*

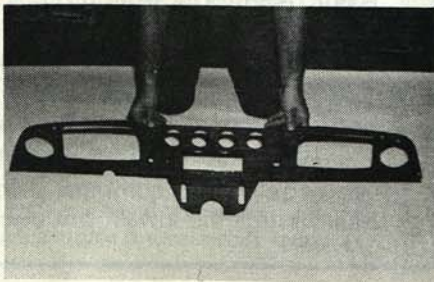


*A professional job includes sanding and finishing the edges.*

After assuring the dashboard fits properly, remove it from the car, disassemble the gauges and switches, and prepare it for finish. Practice applying the finish resin on a scrap from the dashboard cutouts to make sure the finish looks right. Carefully apply the stain to the edges only.

Now comes the best part of all. Reinstall the instruments, wire them up, and sit back to admire your handiwork.

*The finished wooden dashboard lends a touch of elegance to every kit car.*







# Magnum GT

**I**t is no longer necessary to be a millionaire to enjoy the looks, handling and prestige of a Ferrari Dino 246. For about one-eighth the price of this Italian sports car, you can own a Magnum GT or GRS (targa top). The new Magnum is sold ready to lower onto an unmodified VW chassis. A custom mid-engine chassis employing either a GM L-4 or V6 is also offered.

Any kit that replicates one of the world's highest quality automobiles should reflect the same care of design and assembly, and it should keep on looking good for years. The Magnum's construction is hand-laminated fiberglass with an integrated steel substructure running front to rear. In concert with the steel substructure, the fiberglass body does not crack under normal driving conditions, as well as providing for passenger safety. Incidentally, the bodies are built by Wayne Jacobson of Corsair Cars. His shop has also produced kits or molds for many other cars, including the Alpha I GTO, Fierro 600 and the Corsair MG.

## Innards of the Ferrari Emulator

Inside this two-place coupe there is head and leg room enough for a 6'5" driver, made possible by sunken fiberglass floorboards. Once inside, the driver confronts a full set of Stewart-Warner gauges mounted on a wrap-around dashboard. The roll-up glass windows and non-functional side wind wings provide unobstructed side vision. Fresh air exits out of chromed vents on top of the dash. Cable releases for the hood and deck lid also are located inside.

Velour padded door panels are equipped with built-in armrests and doorpulls. On the roof a padded headliner insulates and deadens noise. Highback seats imported from Germany have adjustable tracks. A cut pile carpeting, like that found in Cadillacs, lines the floors.

## Outer Appearance

Outside, the Ferrari illusion continues, featuring a front-opening hood that leads to the windshield where the hood gently flares up. This directs the airflow up, and keeps bugs off the windshield, as well as hiding the wipers under the flare. The spare tire, gas tank and brake cylinder are located under the hood. Even so, there is still some room for baggage. Behind the doors, functional Ferrari-like scoops duct air into the rear compartment for engine cooling.

There are no exterior handles to mar the outer body lines and even the fender edges are flared and rolled. A louvered deck lid is used with the rear-engine Magnum for a little more authenticity as well as additional cooling. The mid-engine model deck lid opens to a large luggage compartment.

## Magnum Kit

When you order a Magnum you get the complete body with glass, doors, hood and deck lid installed, and all latch mechanisms hooked up as well. You also receive upholstered seats, carpeting, headliner, and door panels, wiring harness, all lighting, and gauges. The Magnum kit is so complete it includes mirrors, switches, a steering wheel and all hardware.

Magnum bodies are gelcoat finished in Ferrari red (of course), yellow, black, white, orange, blue, brown and other colors. Upholstery colors are black, tan and brown. Optional equipment includes a sound deadening package, floor console, side louvers, air conditioning and windshield washers.

## For More Information

Get more information on the all-new Magnum by writing Custom Classics, Inc., Box 180 West Hwy 34, Dept. KCG, Madison, SD 57042, or call (605) 256-3251. And look for a full road test in an upcoming issue of *Kit Car Monthly*.

# 550 Spyder Road Test

So you think a Volkswagen is slow, huh? Well, maybe that's just because you've never ridden in the 550 Spyder replica from Beck Development. This car is not just fast, it is very fast. In fact, at least one owner of a Cobra replica claims it can put his Shelby clone to the test on the straightaway, and make it eat dust in the turns. Not bad for a car powered by an 2200cc Volkswagen motor. The trick is in the mid-engine frame supplied with the 550 kit.

## History

The original 550 was a low production race car that was lightning fast for its day. The powerplant was a four-cam, flat-4 "Carrera" racing engine developed especially for the Mexican Carrera Panamericana race. The bodies were hand-sculpted, hammered out of aluminum on a wooden form by a handful of select craftsmen. For this reason few were built, and today they are worth upwards of \$80,000.

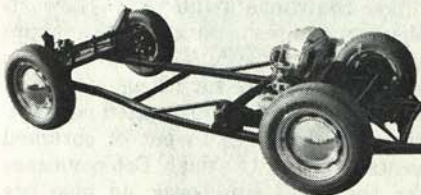
Chuck Beck designed the frame on his replica to be nearly identical to the original. It is made of 3" round tube. The hand-laid fiberglass Spyder body is moded around the chassis so that the underbelly is bonded to the upper bodywork, sandwiching the chassis. In the front a VW torsion tube is welded in place to accept a stock balljoint suspension. Torsion bar sprung trailing arms are connected to a stock VW transaxle in the rear. Since the transaxle is mounted backwards its ring gear is moved to the other side of the pinion gear. An aftermarket rod end shift linkage and hydraulic clutch provide a positive gearchange.



## Original Appearance

The Spyder appears to be a vintage Porsche inside and out. The seats are one-piece buckets and the floor is carpeted. Overall, it is spartan but comfortable. VDO instrumentation is standard equipment, including a speedometer, tachometer and an oil temperature/fuel quantity gauge.

Though the originals had an airplane-style windscreen, the replica features a Speedster-type windshield mounted to the cowl. This concession to modernity is well worth it since most buyers are looking for daily pleasures well as high speed thrills.



## Driving the Spyder

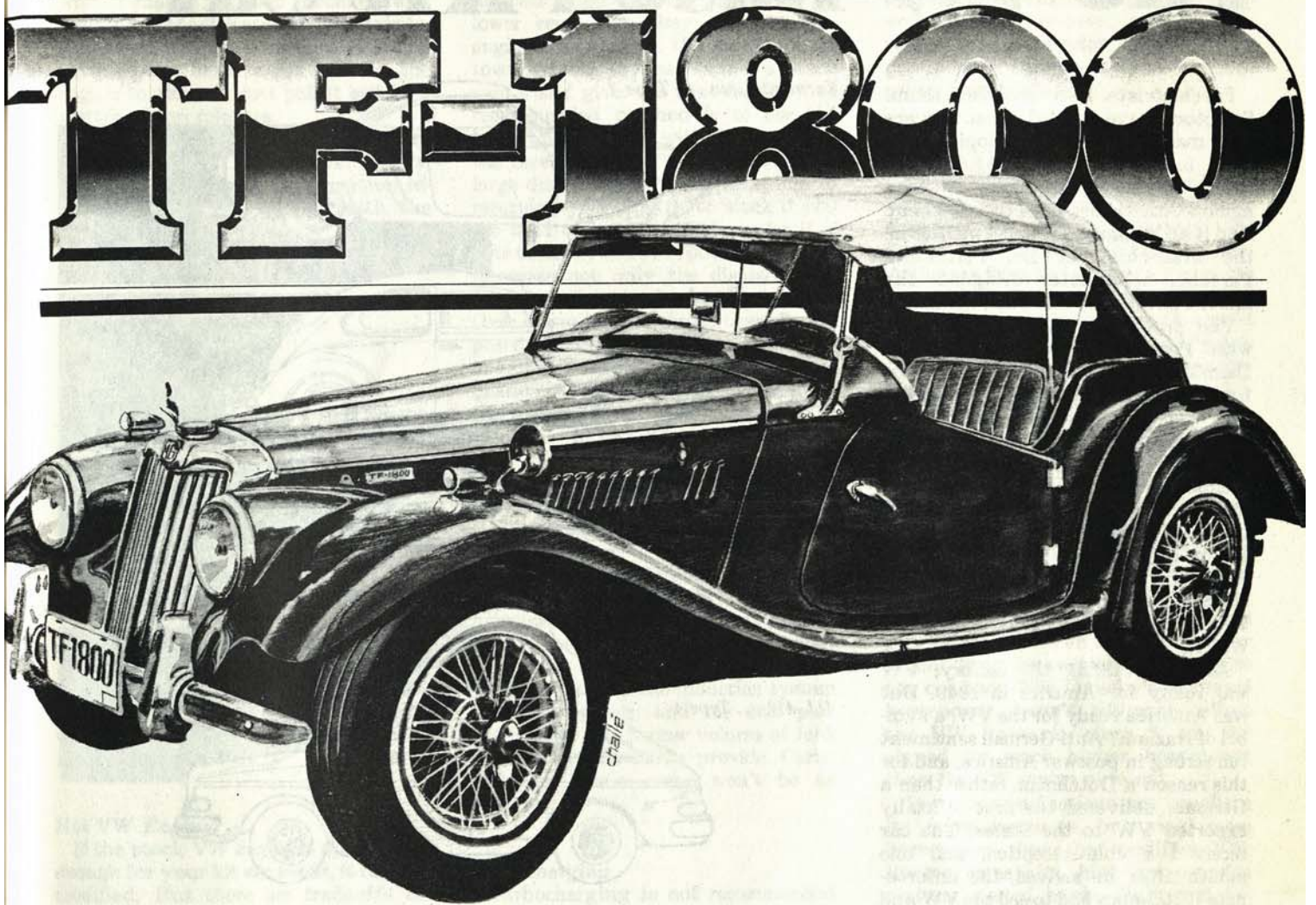
Of course those thrills can be worth almost any price. This is an unbelievably fast car. The original weighed in at 1,320 pounds and was capable of 140 mph or more. The Beck 550 tips the scales at a lean fighting weight of 1,245 pounds and has been clocked at 150 mph. With a bigger engine, higher speeds are possible. Though its straight line speed is hair-raising, cornering is where the Spyder is in its element. With its short 85-inch wheelbase it whips through turns like a Midget racer. At seventy miles an hour, it is as flat and solid as if it were doing half that speed. The brakes work extremely well, again thanks to the light vehicle weight. If more braking power is desired an aftermarket disc brake kit is recommended.

All in all, we rate the Spyder highly for its pure driving pleasure. With kit prices below \$5,500, it has to be seen as a real bargain, as good or better than the original in nearly every respect. In fact, later this year Chuck is considering a race against a real Spyder. I frankly don't believe the Porsche can catch the replica. We will be sure to report on that one for you in the *Kit Car Monthly*.



## For More Information

To learn more about the 550 Spyder or to arrange your own scary test drive call or write Chuck Beck at Beck Development, 1531 W. 13th St., Unit E, Dept. KCG, Upland, CA 91786, (714) 981-3840.



## THE ULTIMATE MG

The TF1800 is virtually all MG – engineered from the ground up – full frame chassis for safety and improved handling utilizes readily available MGB drive train – suspension – braking system with disc brakes front engine, rack and pinion steering provides 50/50 weight distribution with low centre of gravity and precise handling – hand laminated body identical to 1955 MGTF 95% of components interchangeable with original – functional louvered steel hood sides – 60 spoke wire wheels with knockoff hubs – fold down windshield – fully connectorized and fused wiring harness – fully illustrated assembly manual – available in left or righthand drive.

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# Used Kit Car

Psychiatrists have analyzed them. Sculptors have welded them. Lovers have made love in them. Hippies have lived in them. Movie Moguls have made movies about them. Fifteen million Americans have driven them. And it all began in the mid-Twenties as the brainchild of Dr. Ferdinand Porsche, who later designed the famous sports car that bears his name.

The prototype VW first appeared when Porsche worked in Germany at Daimler-Benz, home of Mercedes. This front-engine, water-cooled archetype even wore the three-pointed Mercedes-Benz ornament. After Daimler abandoned the project (they're still kicking themselves for that one!), Porsche arranged with Adolf Hitler to produce the people's car. Hitler invested heavily in construction of a factory in Wolfsburg to mass-produce VWs. But allied bombs destroyed most of the Wolfsburg facility by the end of World War II.

After rebuilding the factory, VW was ready for America in 1949. But was America ready for the VW, a symbol of Nazism? Anti-German sentiment ran strong in postwar America, and for this reason a Dutchman, rather than a German, delivered the first officially exported VW to the States. The car received a cold reception, and one month after he arrived, the unfortunate Dutchman had to sell the VW and spare parts for \$800 to pay his hotel bill.

The following year was more promising when 300 VWs sold in America. Every year sales grew larger. It seemed that with the passing of time Americans had been bitten by the bug, because by 1971 over 5 million copies had been exported. Today more than 22 million have been sold in the United States, Europe, Mexico, South America, Africa and Canada.

### The VW-Powered Kit Car

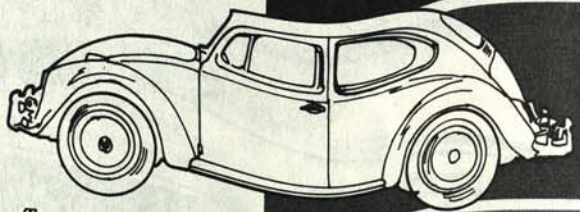
With these numbers it is no wonder the VW engine is the choice of so many kit car builders. But beyond its availability, there are so many reasons why a VW engine is a good kit car powerplant that a book could be written about them.

First off, the VW engine is lightweight. It doesn't need a water pump, radiator and hoses, cooling jackets, freeze plugs, etc. The 4-cylinder, air-cooled engine is often 50-100 lbs. lighter than its typical water-cooled counterpart. No space is required for a radiator with an air-cooled engine, and space is a valuable commodity in many a kit car.

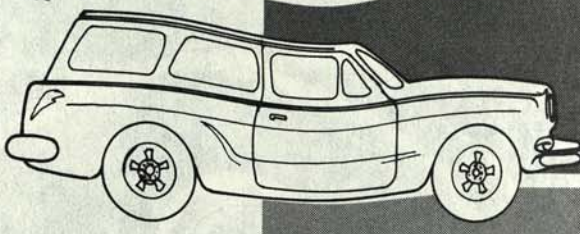
Karmann Ghia ... Type 4



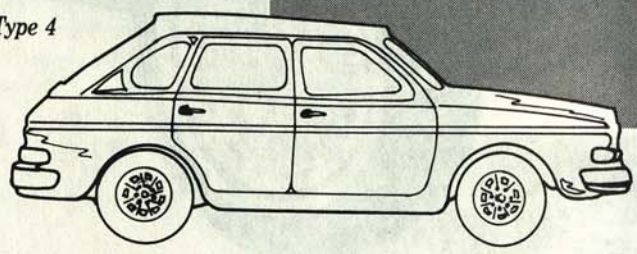
Beetle ... Type 1



Squareback ... Type 3



411, 412 ... Type 4



But air cooling is not the only reason the VW mill is so light. Its horizontally opposed cylinders share the same camshaft lobes, making the VW camshaft half as big as one in an inline-4. This short stroke engine runs smoothly without the added weight of a counterbalanced crankshaft. Both these features result in further weight savings.

### All Shapes, All Sizes

The VW engine uses several different fan shroud configurations. The type III-IV are fitted with flatter, longer shrouds for applications where vertical space is needed above the engine. If a short engine compartment is all that is available, a taller, narrower type I shroud is used.

Induction systems are many and varied on the VW engine. Fuel injection provides the highest gas mileage, but a stock single carburetor is nearly as economical. Dual carburetion, as well as a single, two-barrel carb, are

available from several reputable aftermarket manufacturers. Turbocharging systems are made that furnish added power only when it is needed. Otherwise stock engine economy is maintained.

The VW engine is built with several different cylinder head configurations. Single and dual port (intake port) versions are common to 1600cc engines, while 1500s, 1300s and 1200s all have single ports (refer to chart).

The VW accepts many cylinder sizes. Except for the type IV 1700cc, all other engines require fly-cutting (a machine shop operation) before they accept cylinders with bores larger than 1700cc. Big bore piston/cylinder kits are available in 1600, 1700, 1835, 2000, 2100, and 2200 cc sizes. Mild and full race camshafts are available as well as stock copies. Racing heads with polished ports and fully counterbalanced crankshafts for high revving engines are made. It is not uncommon to pump over 150 hp out of a modified VW engine.

### Virtues of a Modular Design

The modular design of this air-cooled wonder makes it a snap to remove and reinstall. Modifications or maintenance can be done with ease. If something is too hard to get at with the engine in the car, just pull it out in a matter of ten minutes.

Eliminating the need for lengthy driveshafts and heavy exhaust systems, the rear-engine configuration increases rear wheel traction with the weight of the engine over the drive wheels. All because the VW engine is a complete, modular unit.

### Inexpensive Is VW's Middle Name

"Economical" is a word that seems to be used a lot when describing this powerplant. These engines are inexpensive to maintain and operate. In fact, the average mileage of a two-place kit car can be 35-40 mpg. One specially prepared VW-powered car reported an astonishing 55 mpg!

Another advantage of the air-cooled VW is that it requires less air intake area for cooling. Only a small section of louvers is necessary, whereas a larger area is needed in a water-cooled car. Less air intake means less aerodynamic drag. This in turn increases gas mileage at higher speeds.

### Hot VW Engine?

If the stock VW engine is not strong enough for your kit car needs, it can be modified. But there are tradeoffs of reliability and economy for horsepower. That is, the more power you pump out of an engine, the more stress you exert on its inner workings. At some point an engine's reliability decreases, although mild modifications usually don't overload it.

### Building the Mild/Hot VW Mill

Our recommendation is to start with a late model VW engine case with dual pressure relief valves (larger oil passages in this one provide better oil circulation). This case features head studs that aren't as likely to pull out (a problem of earlier models).

If you don't want to spend the \$100-plus for a counterbalanced crankshaft (stock VW crankshafts aren't counterbalanced), at least have the rods, crankshaft, and flywheel balanced at the machine shop. The reason for this is simple: vibrations of the inner workings take energy to create. A well-balanced engine doesn't waste energy vibrating out-of-balance parts. The result is an engine whose bearings don't wear out as fast, with the ability to rev higher.

### Racing Cams

Generally, mild racing cams do not dramatically increase horsepower at lower revs, but they can give the engine a rough idle. If a lot of around-town driving is anticipated, a stock cam would give the best results. One recommended method is to use the largest big bore kit without fly-cutting the case. That way you can have the large displacement with the option of returning your engine to stock if you are tired of the modified one (or if it gets tired of you). A 1700cc big bore kit increases not only the displacement, but also the combustion pressures. Over a long period, the horizontally opposed VW engine wants to split itself in half as a result of the forces of combustion. As the combustion gases push the pistons down their cylinders, the resultant force wants to push the heads off their studs. Head studs pull, head nuts loosen, and the main case nuts can loosen. Any of these conditions necessitates engine removal and dismantling.

A large displacement piston and cylinder kit can add up to 5 hp, and more with a set of dual carburetors. Dual Webers (44mm venturi diameter) with dual throat carbs are popular. These carbs give the induction system better breathing, and the dual port heads allow the larger volume of fuel/air mixture the carbs provide. Carbs alone or heads alone won't be as effective.

### Turbocharging

Turbocharging is not recommended for all kit cars, because some models do not have adequate airflow to keep the engine compartment cool (the turbo's exhaust pipes heat the ambient air in the engine compartment). One should look closely at ways to insure good engine cooling before going this route. Turbo City, P.O. Box 6010, Dept. KCG, Orange, CA 92667, (714) 639-4933, is one firm that supplies aftermarket VW turbochargers and can offer good advice.

### Exhaust Systems

If you're pumping more fuel/air mixture into the combustion chambers, you have to provide a way for exhaust gases to escape more freely. The stock exhaust is adequate when using a stock carb. Larger, multiple carburetion demands low back-pressure exhaust system, such as a Bursch or a Monza extractor.

In the final analysis an engine can be thought of as a pump. The faster you turn the pump, the more fuel you pump through it. A slow turning engine tends to get better gas mileage. To get high horsepower, an engine usually must turn faster than the point at

which it would get optimum gas mileage. Modified engines often don't run smoothly at low revs, and for this reason they usually don't get as good a gas mileage. If economy is what you're after, leave it stock.

### Porsche Kit Car?

If a modified VW engine won't give you the performance, reliability or economy you expect, perhaps the Porsche 4-cylinder is the answer. Although Porsche four-bangers are the same (flat-4, horizontally opposed) as the VW, they are built to last longer at higher power outputs. They have better oil circulation, larger oil capacity, better intake and exhaust flow, counterbalanced crankshafts, and higher compression ratios. This adds up to more power and better reliability. And they are more expensive to buy and maintain. But they do give better performance without sacrificing economy.

The type 356, 912, or type IV Porsche/VW engines bolt directly to the VW transaxle without modifications. The pancake (flat) type III and IV engines require an additional motor mount from the rear of the engine to the car body. The Porsche's increased horsepower doesn't adversely affect the VW transaxle, since it was designed for much higher horsepower than the VW engine puts out.

Porsche modifications are usually a lot more expensive, but yield more horsepower than the modified VW. Racing camshafts, high compression pistons, ported heads, lightened flywheels and large carburetors are only a few of the possible bolt-on alterations for the Porsche engine.

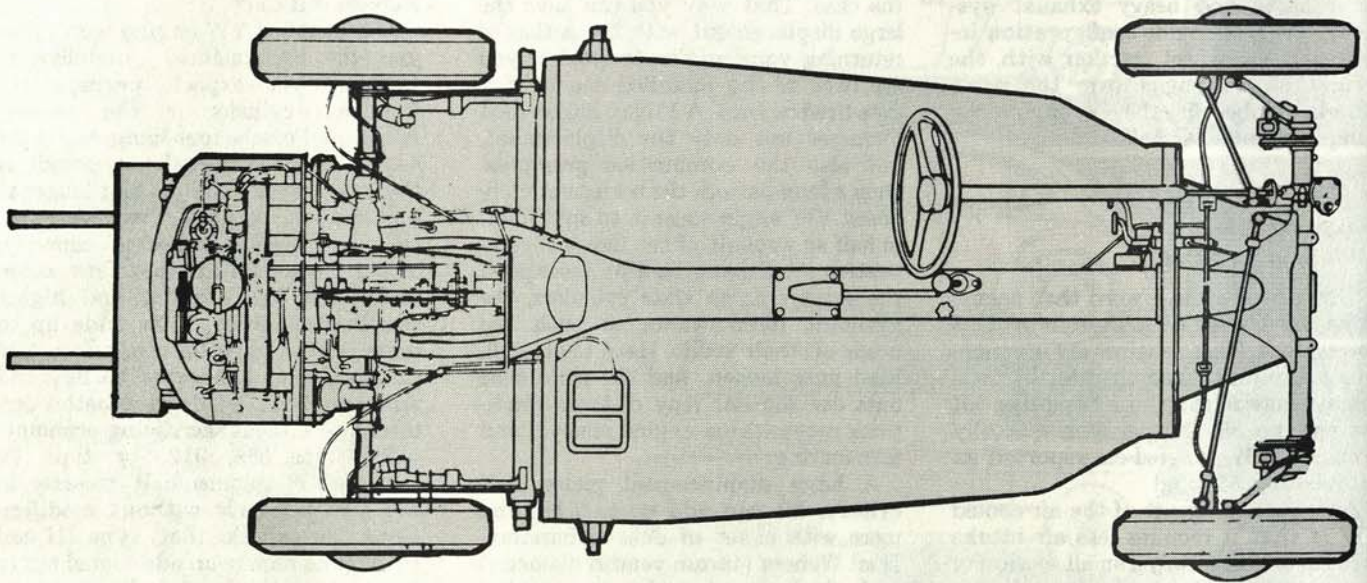
### V8/VW Kit Car!!!

If neither the air-cooled Porsche nor modified VW engines quench your thirst for kit car horsepower, adaptors for Mazda rotary, Buick aluminum V8, Capri V6, and many other engines are available. One of the largest manufacturers of adaptor kits (and most knowledgeable) is Kennedy Engineering of California. They sell bell housing adaptor plates, flywheels, clutch plates and discs, dust covers and hardware. Their address is: Kennedy Engineered Products, 10202 Glenoaks Blvd., Dept. KCG, Pacoima, CA 91331.

### Pinto Power

The 2000cc Ford Pinto can put out up to 100 horses in stock form and it is readily available in junkyards. One firm that provides Pinto racing parts, and adaptors to mate these engines to the VW transaxle is Esslinger Engineering, 712 Montecito Drive, San Gabriel, CA 91776, (213) 289-3073.

# Purchasing a Used VW Floorpan



So you've already bought that VW-based kit. You've got the body, hardware, trim, upholstery, gauges, everything to complete your dream car except a floorpan, suspension and engine. You want to find an old VW that is beat up on the outside, but mechanically sound on the inside where it counts. What things should you look for when purchasing the VW parts car?

In case the floorpan is purchased from a junk yard or private party and the pink slip is lost, the year of the floorpan can be determined by comparing the chassis number to the ID chart for VWs. The chassis number is located on the cradle forward of the transmission mount right under where the rear seat would be. After 1970, the chassis number is located on the left side of the dashboard, visible through the windshield. Knowing what year floorpan you have is important when ordering parts.

## Finding the Right VW Floorpan

The first thing to look for on a floorpan is evidence of rust. Surface rust is not important. The kind that makes a floorpan useless is the scaly, deep rust with holes. Take a hammer with you when looking. Tap the rust areas. If lots of slag falls off leaving holes, look for another floorpan. An area that frequently rusts out is the battery box, which is directly below the right rear passenger seat. If holes are found here, count on doing extensive welding.

Look for bends in the floorpan, especially if the body has been wrecked. If any front end damage was sustained, look for places around the front cradle where the suspension bolts to the floorpan. Try to site along the torsion tubes (they are the upper and lower 2 1/16" diameter tubes that run across the front suspension) to see if they are bent. Look at the jacking points to see if they are bent.

## Transmissions

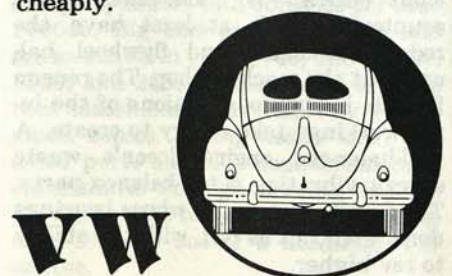
If the floorpan is older than 1962, it probably has a non-synchromesh first gear transmission. These are not as rugged as the later, all-synchromesh transmissions. The later gearboxes can be retrofitted with a front-mount adaptor. Up to 1968, the floorpans fit the swing-axle type transaxles. These feature long axle tubes that run from the transaxle to the brake drums. One way to tell this type from the latest CV joint type is by the thickness of the axle tubes. On the swing-axle type the tubes are about 1 3/4" in diameter, whereas the CV-joint type has axles that visibly rotate and are about 1" in diameter. The most desirable transaxle is this latest type, because it features a fully articulated, independent rear suspension. If a swing-axle type is chosen, the 1967 or later is the most desirable, since it fits a 12-volt flywheel and starter. Before 1967 the electric systems and starters on all VWs were 6 volts.

## Suspension and Brakes

The earlier VW front suspensions feature laminated torsion bars running across in upper and lower tubes. The ends of the torsion bar laminates attach to trailing arms which lead down to the spindles in a king pin/link pin arrangement. This isn't quite as rugged as the '65 or later suspensions, which feature ball joints where the king pins located. The type III/Karmann Ghia front suspensions feature disc brakes.

## Karmann Ghia

The Ghia floorpan also has different dimensions than the type I. Make sure the kit you buy specifies what kind of floorpan it uses. The perfect candidate for a parts car is a '70-72 Beetle with ball joint front end that has been rolled or suffered an engine fire. The transmission, suspension, and floorpan remains unaffected by the accident. As a VW, the car is useless and it would probably take more money to restore the car than it is worth on the resale market. Thus the car can be picked up cheaply.





# Jaguar SS-100

## 80-Year-Old Replicar Builder Is Talk of the Town

Before he built his 1937 Jaguar SS-100 replica, 80-year-old Charles Case was not used to second looks. They were a thing of the past. But now, he says, that is all he gets. Case's Jaguar replica constantly turns heads his way.

Interestingly, he built the Jaguar because of a 1932 Oldsmobile he used to own. "It was a beautiful car," he reminisced, "and when I would pull up across from the high school, all the girls would pile in. Those were good times."

He came across an ad for Antique & Classic Automotive's SS-100 in a magazine, and was shifted into reverse, back into the days he owned the Oldsmobile. He decided to bring back part of those good ole days by building the car himself. The cost was certainly no deterrent, since it was less than the price of a new mid-sized car.

### Attention Grabber

"Everyone who sees it wants it," says Case. "I get all kinds of compliments and I feel so proud to have built the car myself."

This Sebring red Jaguar SS-100 even made Mr. Case the object of a manhunt in his hometown. One day while motor-ing down a local highway he was spotted by a man working on a TV tower. The man wanted the car immediately. His daughter was scheduled to appear in a parade and he needed an elegant car for her to ride in, wave, and smile. But he did not know the license plate number, much less who owned the car. Eventually, he tracked down Charles Case and learned that the car was a Jaguar SS-100 replica.

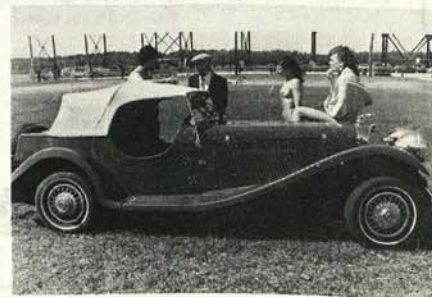
Another time he drove the Jag to visit a cousin in Texas and was parked on the street near a six-lane highway for no more than 20 minutes before the SS-100 was swamped with curious people. "I couldn't see the car, only a large group of excited admirers," he said.

In retrospect, Case was thrilled to be able to bring back the past with such ease. "It was not as hard (to build) as I thought it would be," he said. And although some of the work was difficult, the factory instruction manual really helped him through the rough spots.

### Build Another?

Case conceded that if his price was met, he would sell his car and build a new one. He believes the ten weeks he spent building his car could be shortened considerably "if I ever do it again...now that I have the experience."

You can become a star in your own right by building and driving the replica of your dreams. If the SS-100 looks like your ticket to stardom, learn more about it by writing to Antique & Classic Automotive, Inc., 100 Sonwil Industrial Park, Dept. KCG, Buffalo, NY 14225.



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### Who and What Can be Covered

Any licensed driver over 25 years of age with a reasonably good driving record can be covered. Multiple violations and/or accidents will result in ineligibility. Motor vehicles of all types and years can be covered—from the earliest horseless carriages to the most recent high performance sports cars to leave the dealer's showroom. Cars presently covered include ANTIQUE, CLASSIC, STREET RODS, MODIFIED, HIGH PERFORMANCE, FIBERGLASS, LATE MODEL, KIT CARS AND REPLICARS.

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All applications must be accompanied by two(2) color photos showing front, rear and both sides of each vehicle to be insured. Separate photographs and customer appraisal forms must be enclosed for EACH automobile. (If additional appraisal forms are necessary contact Classic or use photocopies of this form.) Street Rods and show cars are eligible for this coverage, but additional photos highlighting special features will speed underwriting and speed payment should a loss occur.

No covered vehicle may be driven over 2,500 miles a year without prior authorization from the company, and no vehicle may be used for daily transportation. Vehicles covered must be stored in a locked garage unless different arrangements are made with the company. Membership in the American Car Collector Association is required and membership in additional car clubs is encouraged.

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- LIABILITY - Bodily Injury and Property Damage \$300,000 Combined Single limit.
- MEDICAL PAYMENTS - \$1,000
- COMPREHENSIVE - (Fire, Theft, Glass) and COLLISION - Based on the value of your car.
- TOWING - \$25.00 per occurrence.

No Fault and Uninsured Motorist as required by your state is included in the liability premium. HIGHER LIMIT AVAILABLE UPON REQUEST FOR AN ADDITIONAL PREMIUM CHARGE.

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Automobile Liability and Physical Damage INSURANCE APPLICATION for KIT CARS and REPLICARS

Georgia Residents Call: 404/955-8787 Toll Free Call: 1-800-631-1363

1 Perimeter Way, N.W. • Suite 220-A • Atlanta, Georgia 30339

Last Name, First Name, Middle Initial, Home Phone No., Total No. of Cars Owned or Supplied, Home Address, City, State/Zip, Are Vehicles Garaged?, Where

COMPLETE FOR ALL VEHICLES TO BE INSURED

Construction: Fire Resistive, Frame, Brick

Table with 9 columns: Veh., Model Yr., Make, Body Type, Model, Identification No., Insured Value, Principal Driver, Odometer Reading

- 1. Are vehicles kept in completely enclosed garages? 2. Are listed vehicles used for any purpose other than club or hobby activities... 3. Will any insured car be driven more than 2500 miles? 4. Member of a car club? 5. Are listed vehicles used for any type of speed or timed event? 6. Horsepower or body of vehicle altered? 7. List other (non-collectible) cars in household. 8. Insurance company insuring non-collectible cars and the expiration date of policy.

COMPLETE FOR ALL LICENSED DRIVERS IN HOUSEHOLD

Table with 7 columns: Name, Date of Birth (Mo., Da., Yr.), Drivers License Number, Dates & details of all accidents, violations, license suspensions, Marital Status, Occupation

PREMIUMS - ALL PREMIUMS SHOWN ARE YEARLY.

LIABILITY - \$300,000 Combined Single Limit. \$1,000 Medical Payments, Minimum Uninsured Motorist, Minimum No Fault (where applicable).

Table with 5 columns: KIT CARS and REPLICARS, 1st VEHICLE, 2nd VEHICLE, ADD'L VEHICLES, LIABILITY PREMIUM

PHYSICAL DAMAGE - (5% Deductible of Value, Applies to All Cars.)

Table with 3 columns: KIT CARS and REPLICARS, TOTAL VALUE OF VEHICLES, PHYSICAL DAMAGE PREMIUM

LEIN HOLDER

Name, Address, City, St/Zip

Subtotal From Above, Surcharges If Applicable, American Collector Car Assoc. Annual Dues, TOTAL

APPLICANT'S STATEMENT

It is hereby warranted by the undersigned that the vehicle(s) described in the application qualify within the following categories: (A) Antique vehicle(s) 25 years of age or older, or (B) Classic, Special Interest, Limited Production, Street Rod and/or Postwar Vehicle(s).

The vehicle(s) must be maintained primarily for use in Antique, and/or Classic, and/or Milestone Society car clubs or similar type club activities, exhibits, parades or functions of public interest, and only occasionally used for other purposes, subject to the following conditions or restrictions: (1)Occasionally used for other purposes does not include driving to and from work, school, etc. (2)Club activities, exhibits and functions do not include Racing Rally(ies), Gymkhanas, or any other type of speed or timed vehicle participations. (3)The word "vehicle(s)" does include Hot Rod(s), and/or Street Rod(s), and/or customized-type show car(s), or any other non-authentic altered vehicle. (4)Annual mileage may not exceed 2,500 miles. Additional mileage for special sponsored club tours or other similar unusual excess may be permissible only upon prior authorization by the Company underwriters. Any breach of this warranty voids this contract.

All information on the Application is true, correct and complete. You are authorized to check this information, to get a consumer report to obtain information from my neighbors, friends or anyone else acquainted with me or my driving record. You

may ask questions about my character, general reputation, driving record, personal characteristics and my life style.

The outside investigative source used may keep and otherwise use the information they supply us.

After I have given you proper identification and information necessary for you to locate my file you will inform me about any written personal information you have collected and how I may correct any inaccuracies.

IMPORTANT: You must enclose 2 color photos showing all sides of each automobile to be insured.

Enclose check for full amount of premium or contact Classic for premium financing arrangements. ANY INCOMPLETE APPLICATIONS WILL BE REJECTED WITHOUT COVERAGE.

Applicant's Signature Date

Requested effective date of coverage

Insurance becomes effective upon payment of premium and acceptance of risk.

- OVER -

# CUSTOMER APPRAISAL FORM



Name \_\_\_\_\_ Year \_\_\_\_\_ Make \_\_\_\_\_  
Address \_\_\_\_\_ Model \_\_\_\_\_  
\_\_\_\_\_ ID# \_\_\_\_\_  
Phone \_\_\_\_\_ License # \_\_\_\_\_, Mileage \_\_\_\_\_

1. Color photo of all four sides.
2. Bill of sale or purchase agreement.
3. Rate each of the following 1 thru 10; 10 being 100%, new or restored.

Paint \_\_\_\_\_ Chrome \_\_\_\_\_ Mechanical \_\_\_\_\_  
Interior \_\_\_\_\_ Brakes \_\_\_\_\_ Total Points \_\_\_\_\_

4. Equipment.

Radio and type \_\_\_\_\_  
Power options \_\_\_\_\_  
Type wheels and tires \_\_\_\_\_  
Interior material \_\_\_\_\_  
Paint type \_\_\_\_\_  
Air conditioning \_\_\_\_\_ Sun roof \_\_\_\_\_

5. Describe any customizing of auto, including mechanical \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. Best feature \_\_\_\_\_

Worst feature \_\_\_\_\_  
% of restoration \_\_\_\_\_ Year restored \_\_\_\_\_

7. Club memberships \_\_\_\_\_ Meet, Where and when last exhibited \_\_\_\_\_

\_\_\_\_\_

8. Original purchase price \_\_\_\_\_ Date purchased \_\_\_\_\_

Restoration costs \_\_\_\_\_ Total investment \_\_\_\_\_  
Appreciation (in dollars) \_\_\_\_\_ Total value \_\_\_\_\_

9. History of auto and remarks \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Signed \_\_\_\_\_  
Date \_\_\_\_\_



*It is offered as a front-engine model. . .*

### Road Testing the Saxon

At the International Kit & Replicar Show in Las Vegas, I recently had a chance to road test a Saxon. My copilot on this venture was Peter Filby, editor of several British kit car magazines. We were looking for something to drive that would provide a little excitement, and the sales rep assured me the Saxon was just what I needed. Though I was skeptical at first, this Healey replica with a Ford V6 and 4-speed transmission soon made me a believer.

Peter and I headed down a semi-abandoned frontage road near the Interstate at about 6:00 p.m., determined to really put the salesman's claims to

the test. The acceleration was very quick with a slight lag in the middle gears. Above 70 mph the Saxon cruised nicely, settling down evenly on the road and showing every sign of wanting to go faster. It didn't really rattle, creak or become squirrely at all, even up to 110 mph. At that point, though the car still had a lot left to give, we decided to slow down in the interest of safety and keeping our drivers' licenses if the local police happened by.

While its performance is top notch, the Saxon does well in creature comforts, too. The doors are wide and serv-



*or a rear-engine VW model, but either*

iceable. In fact, the kit is even offered with roll-up windows as an option. Leg room is great, as in most low-slung sports cars, and drivers up to 6'7" or so should have no complaints. I found the steering column angle just about right except that the key lock was a little close to the dash. The flat authentic styled hardwood dash features a full

complement of gauges, though the speedometer did not seem quite so accurate after we pegged it that hard. The seating upholstery and carpet were more than adequate.

### Saxon Kits and Information

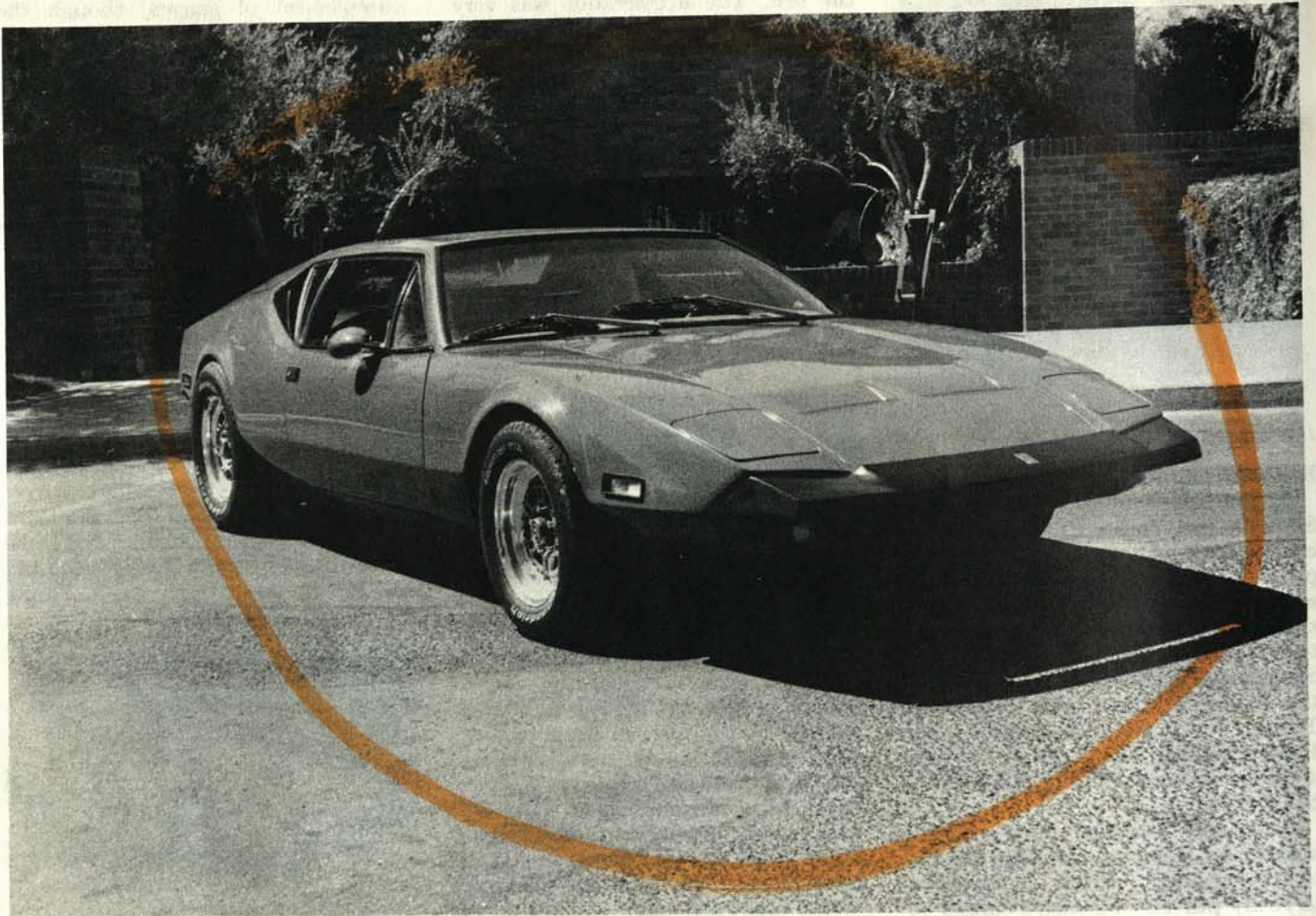
Saxons are available in Volkswagen and front-powered models. These Ford-based versions using Pinto/Mustang II components will be most popular with people who want to recapture the gut-wrenching performance of the "Big Healey." The kit includes all the body panels and exterior trim, a custom frame with integral firewall, and floorpan, interior, lights, instruments and convertible top. In nearly every respect the Saxon is nearly impossible to differentiate from the original.

Want to know more? You can learn all about the Saxon, Duchess and Duke by writing to Classic Roadsters, Ltd., 1617 Main Ave., Dept. KCG, Fargo, ND 58103, (800) 437-4342.

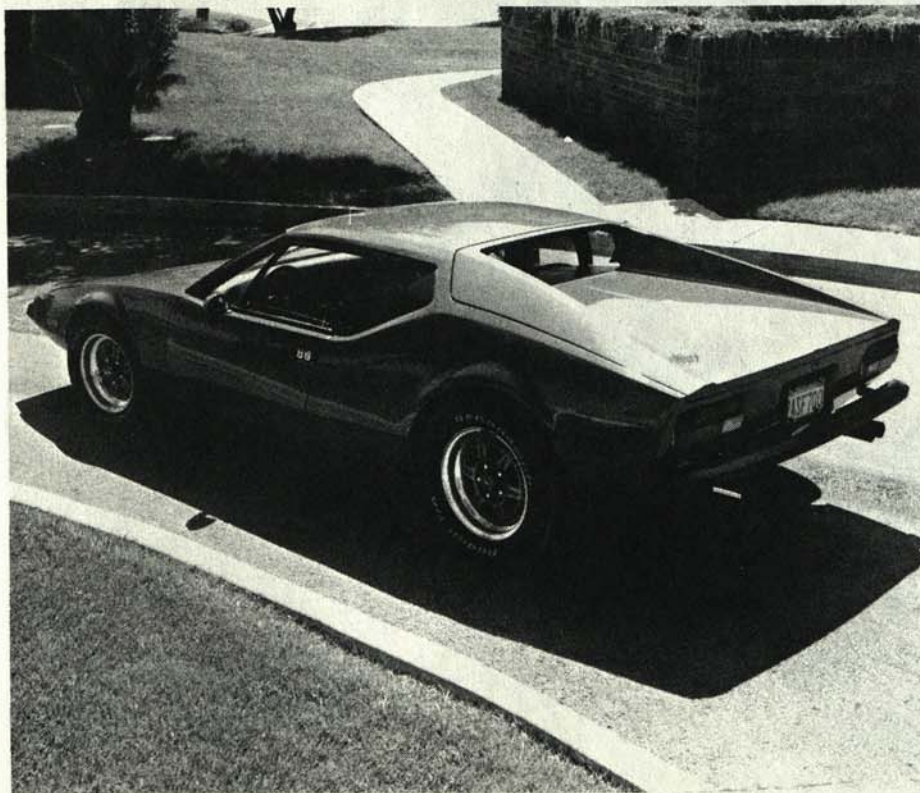


*one is a dead ringer for the original.*





## Long & Newman Pantera



In 1967, while I was in the 10th grade daydreaming of Dan Gurney, 427 Cobras, and the girl in the desk behind me, an Argentinian race car driver named Alejandro de Tomaso bought the Italian coachbuilding company of Ghia, and began producing a Ghia-styled, mid-engine two-seater. Shortly thereafter, Ford took an interest in Ghia and started marketing this coupe, called the Mangusta (Mongoose), in the States. By 1970 Ghia had created a new body along the lines of the Mangusta, and Ford discovered from wind-tunnel tests of the aerodynamics of the low, sharp-nosed shape that remarkable performance was attainable.

Powered by the mid-mounted Ford 351 V8 and a ZF 5-speed, Panteras were sold by Ford in small quantities in the early Seventies. They were rather heavy (3,100 lbs.) because of the unibody steel construction and cast-iron engines. Nonetheless, these sleek cars could cruise at 160 mph, and for the first time a domestic production car could embody fine European styling and Ferrari-like performance as well.

*The replica is available with provisions for a mid-mounted Citation V6 or V8.*

### Today's Pantera Replica

Sixteen years later Dan Gurney has given up Cobras for the slower but better paying occupation of touting Toyotas on television, the girl in the desk behind me is now married with 4 children, but I am still daydreaming Panteras. Only now I do it hunched over my typewriter in an office building, instead of staring out the window of study hall.

The particular Pantera that has captured my attention is a replica from Long & Newman Enterprises in San Marcos, California. It is fiberglass, not steel, and weighs at least 500 pounds less than the original. It's a good thing, too, because though gas was only 31¢ a gallon when I was in tenth grade, today it costs four times as much and paying for a fill-up can ruin my disposition for a day. The Long & Newman Pantera, though, is a relative gas-sipper. Their V6 model, which accepts the transverse mounted Chevy Citation engine and running gear, performs with authority and delivers more than 37 mpg. No wonder it has me dreaming of Panteras again.

Of course the V6 model is not all the company offers. For those who demand the utmost in authenticity (that means cubic inches) there is a V8 chassis option. Mounts are included for a Cleveland 351 and ZF transaxle. Thanks to its lighter weight and rust-free body this version goes faster and lasts longer than any original Pantera.

### Chassis Construction

Structurally the rendition differs from the original in that a steel tube frame with a steel birdcage is bonded into a rattle-free, hand-laid 14-piece fiberglass body. To reduce noise and prevent rust-out, the frame is powder-coated and foam-filled before it is sandwiched in place. Chevy Malibu spindles are used with Long & Newman's own A-arms, coil-over shocks and disc brakes up front. Citation axles, coil-over shocks and disc brakes are bolted to the Citation rear suspension. The fuel cell is mounted between the foam-filled firewall and the engine, which is the safest place to locate it. The effect of the insulated firewall and gas tank placement is a reduction in the cabin noise level, which was very high in the original.

### The Pantera Replica Factory

Lynn Long and Tony Newman, creators of the Pantera replica, operate a fiberglass shop in San Marcos, where they built the Datsun-based neoclassic Spartan and the Vector twin turbo. Lynn also runs a Pantera repair shop nearby, and Tony is presently building an all-new, Group V Pantera featuring flared fenders, Pirelli P7s, an aerodynamic wing and a radically sculpted front cooling duct.



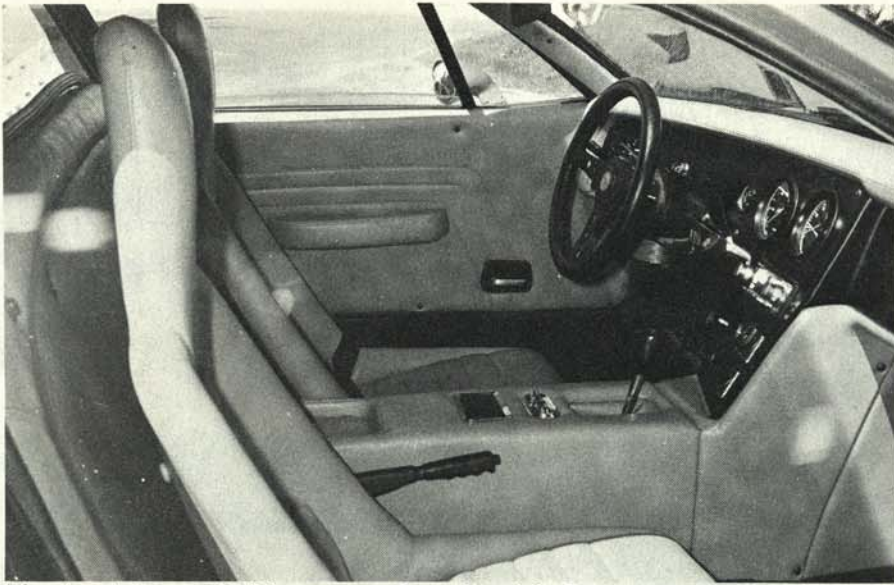
*Inner steel subframes surround the occupants and strengthen the body.*



*The gas and oil are serviced under the trunk.*



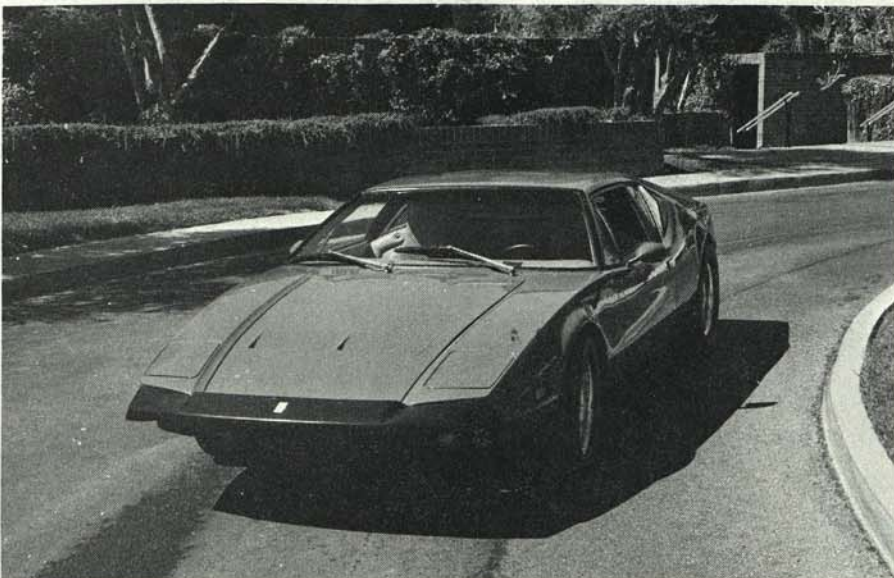
*Forward of the battery is the radiator and fans.*



*Electric windows and VDO gauges are but a few of the Pantera interior features.*



*Original Pantera side mirrors and windshield are incorporated.*



*Front and rear bumpers are fiberglass duplicates of the original.*

### **Kit Components**

In kit form the Pantera arrives with the doors, deck lid and hood already aligned and hinged on the steel-reinforced, gelcoat primed body. The builder mounts his own engine/gearbox unit, installs his rack and pinion steering, wires the lights, headlight motors, electric windows and gauges, and installs the upholstery. Only block sanding and final painting is required. The kit includes many original Pantera items, such as taillights, side windows, windshield, and side mirrors. The builder also supplies two electric fans and a radiator which are mounted under the front body clip.

### **Inside the Pantera Replica**

The passenger compartment is cozy, but comfortable. The raked windshield and slanted side windows act as a greenhouse, so without air conditioning, it can get pretty hot inside. Gauge arrangement is similar to that of the original, with a center console housing the shift lever and an eyebrow-type padded dash extending over a full compliment of VDO gauges. The seats are adjustable, and have built-in headrests. Everything inside is padded, if not carpeted, and no unfinished fiberglass panels are visible.

### **Tooling Around in a Pantera**

Driving a Pantera is like driving a Pantera. That is, the replica looks so authentic that owners of the original are constantly pulling the replica over to ask what was done about battery runover problems. The fun is telling them they're looking at a replica, and rust-out is Russian for the capital of Siberia. The Citation V6-powered Pantera raps with an exhaust sound like that of a Porsche 911. Though noise level is high at idle, it quiets down when the engine revs up. Acceleration is faster than would be expected from the Citation V6 due to the low-drag body, but, admittedly, it is slower than the original. At high speeds the car is stable and the ride is smooth, just what would be expected from an Italian-inspired touring car. The Pantera's rack and pinion steering is quick and light, owing to rear placement of heavy components like the engine and gearbox.

### **For More Information**

If you can't wait to get your hot little hands on a Long & Newman Pantera you can receive all the info you need by writing them at: Long & Newman Enterprises, 1015-C Linda Vista Drive, Dept. KCG, San Marcos, CA 92069, (619) 744-7690.

# Magnum



The sports car of the future is here today, it's the **MAGNUM**. A totally new concept in automotive design and high-tech engineering. This limited production, handcrafted, high performance sports car combines the latest technology with classic European styling. The result: the **MAGNUM**, a world class sports car with handling and performance only limited by the driver's capability.

The **MAGNUM** is designed on a unique tubular steel racing chassis incorporating four wheel ventilated disc brakes, rack and pinion steering, infinitely adjustable four wheel independent suspension and much, much more. The GM V-6 engine with 4 speed manual or 3-speed automatic

transaxle is transversely mounted midship for perfect sure-footed handling characteristics and lightning quick acceleration. Special resins impregnated into the hand laid fiberglass of the **MAGNUM'S** unibody construction insure a permanent deep lacquer-like finish that resists deterioration or cracking. Its built-in steel reinforcing and cockpit roll cage further guarantee the **MAGNUM'S** durability and your utmost safety.

The **MAGNUM** is a direct descendant of the famous Ferrari Dino 246 GT. This heritage is evident in its classic racing design and comfortable luxurious appointments-everything you'd expect in a world class sports car. The Stewart-Warner racing instrumentation

is logically displayed on a European style wrap-around dashboard. The interior of the **MAGNUM** also includes a soft leather steering wheel imported from Italy, infinitely adjustable bucket seats imported from Germany as well as richly padded door panels with armrests, plush tailored carpeting, acoustically padded headliner, roll-up windows, and an extremely spacious rear luggage compartment.

If you want classic racing heritage, superb handling and performance, elegant design, and a level of driver comfort equal to the finest European sports cars, there is only one choice... the **MAGNUM**.

## Magnum



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- \$4 Enclosed for complete information
- \$20 Enclosed for complete instruction manual

Name	Age
Address	
City	
State	Zip
( ) Home Phone	( ) Business Phone



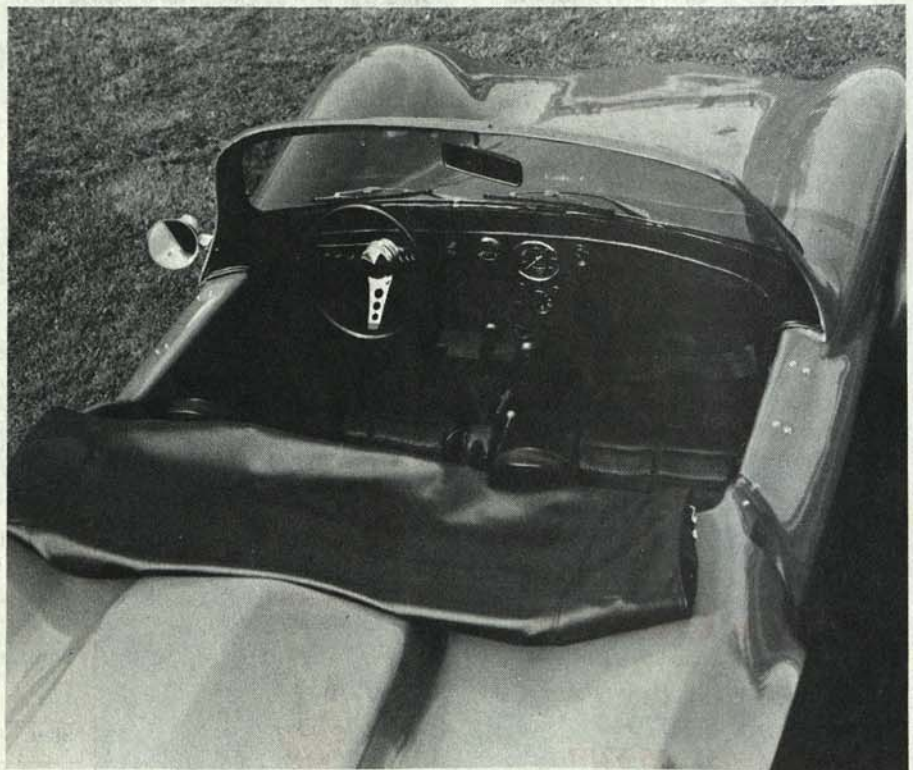
# BARGAIN KITS

## Get the Best Deal

Back in the good ole days of kit cars, for just a few hundred dollars you could get a body made out of fiberglass to mount on your chassis. If you were lucky, hundreds of hours later you got a finished, unique sports car from it. The project was not expensive because you saved lots of money by equipping your project with accessories you scrounged off various cars in junk yards. Even though it took a long time, you spent less than a thousand dollars. But that was back in the good ole days.

Today's kit car package offers you everything you would ever use to build the kit car, including lights, gauges, wiring, seats and glass, and often these items are already installed. But you pay for the convenience. Many kits can cost from \$5,000 to \$20,000 by the time they are completed.

So what do you buy if you want a simple, inexpensive kit? The Vokaro, Speedway Bugatti or the BGW California Speedster are three of the best choices.



*The Vokaro is offered in two- or four-place models.*



### Vokaro

The Vokaro is an easy-to-build, one-piece body kit. The sides are low enough to step over, eliminating the need for doors. The body fits over a VW floorpan, and the remainder of the VW such as lighting, wiring and wiper assembly also is used. Best of all, prices start at just \$1,495.

Assembling the Vokaro requires cutting the length of the floorpan down, although the controls remain in the same position. Thus the modification is simple to perform. The shortened floorpan aids the car's handling, and enables it to turn sharper. A four-seat Vokaro is available that utilizes the full-length floorpan. A convertible top and side curtains give the Vokaro all-weather protection. Write to: Vopard Enterprises, Box M, Dept. KCG, Suisun City, CA 94585.

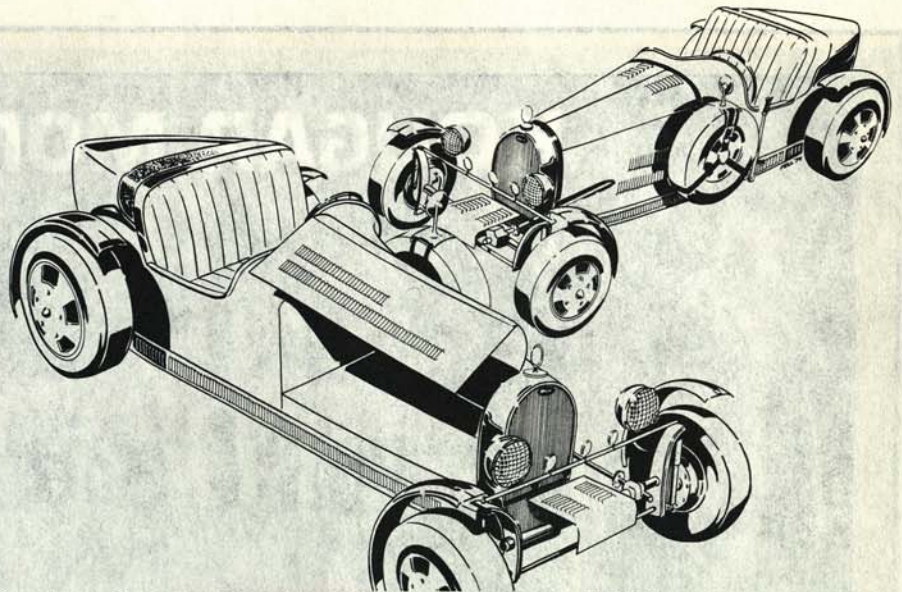
*... So what do you buy if you want a simple, inexpensive kit? The Vokaro, Speedway Bugatti or the BGW California Speedster are the best choices...*

### Antique Sports Car Appeal

If you like the nostalgia of open antique sports cars, Speedway Motors now offers an inexpensive replica of the 1927 Bugatti 35-B. Designed to utilize the VW floorpan, the kit includes a two-piece fiberglass body, radiator shell, engine cover, 4 fenders, hood top and sides, and headlights. The entire VW drivetrain is used, and the controls are moved rearward. Speedway offers many accessories for the Bugatti, or you can keep the cost to a minimum by supplying them yourself. Speedway Motors, Inc., P.O. Box 81906, Dept. KCG, Lincoln, NE 68501.

### The California Look

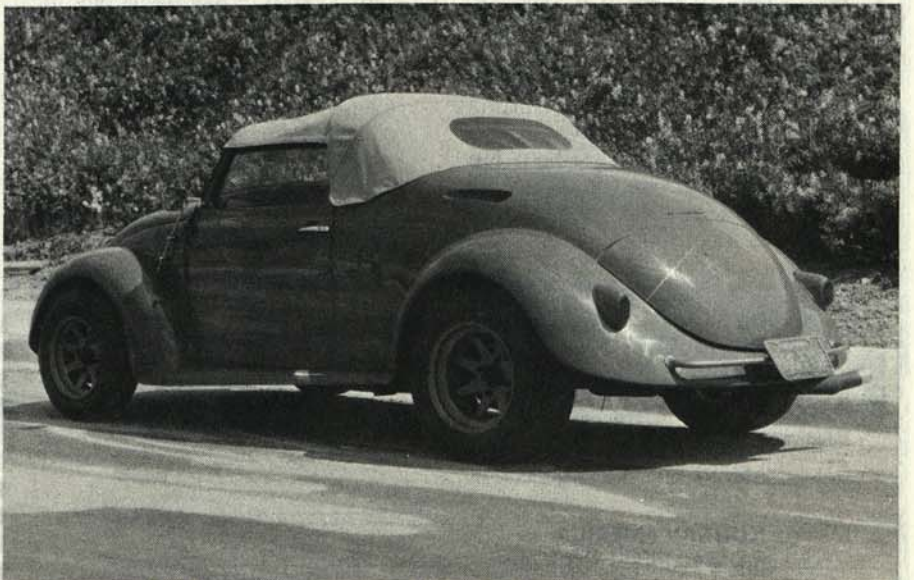
Another example of inexpensive ingenuity is the BGW California Speedster. It sells for less than \$2,000. The kit is comprised of fiberglass pieces that are epoxied to an existing VW body. A rolled-over VW beetle makes the perfect candidate for the Speedster. In this condition the VW is next to worthless and can be acquired for very little. The condition of the roof is unimportant since most of it is cut away. No body or engine removal is required. The fiberglass rear body shell already has the trunk installed. The kit includes a convertible top and frame. B.G.W., Ltd., Box 498, Dept. KCG, Milwaukee, WI 53201.



*Speedway's Bugatti kit is designed to fit over the narrowed VW floorpan.*



*The California Speedster transforms a stock beetle into a neat, two-seat convertible.*



*All top and deck lid pieces are included in the Cal Speedster kit.*

# KOUGAR MONZA



"Your friends and admirers might easily mistake this gem for a priceless 1953 Ferrari Testa Rossa. You will surely want to leave well enough alone."

## Assembly Time: 40 hours, not 400! Results: Incredible!

There are plenty of good looking component cars on the market. But how many can you really build? And after they're together, how many live up to their promises and your expectations?

The English hand-crafted Kougars Monza, on the other hand, comes with a pre-assembled gel-coat body and super-strong tubular chassis. Which means there are no doors to hang. No wiring to fight. No painting to do. Just find a healthy Ford Pinto or Capri engine and transmission, hide it under the

bulging hood and head out for the ride of your life!

### What is it that makes Monza a captivating road machine?

A correct European-style feel combined with American dependability. Sensitive-to-the-touch steering. Rugged sports car-style suspension to provide flat and confident cornering. V-6 power for smooth, yet potent, acceleration, no matter what gear or speed (2300 cc-4 if you prefer). A luxury package that features authentic

knock-off wire wheels, padded steering wheel, Smiths gauges, plush interior and so much more.

Learn more about the incomparable Kougars Monza that takes the uncertainty and long hours out of building a quality European-style sports roadster. Fill out the coupon below and mail today.



ALSO AVAILABLE: Kougars Sports ... Jaguar-based Formula Two-style sports roadster that can out accelerate a Ferrari with top speed over 130 mph. Check coupon at left.

Yes, please rush my brochure on the incomparable Kougars. My \$5.00 to cover printing and mailing costs is enclosed. I understand there is no further obligation on my part.

(Check one or both)

Kougars Monza       Kougars Sports

Mail to: **KOUGARS AMERICA**  
P.O. Box 14080, Dept. KCG  
Omaha, Nebraska 68124

Name \_\_\_\_\_

Address \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Age \_\_\_\_\_ Occupation \_\_\_\_\_

# IF YOU DON'T ENJOY ATTENTION ... DON'T BUY THIS CAR



This authentic Auburn "Boattail" Speedster isn't for people who like to get lost in a crowd. It's for those who demand to be different. The car that was far beyond its time in 1936 has returned in *buildable* kit form - every bit as distinctive and exciting as the Gordon Buehrig original.

Lindberg Engineering has been designing and manufacturing fiberglass assemblies for thirty-five years. The A-36 is the product of patient research and development conducted at production facilities hidden deep in the tranquil California Sierra mountains. Unlike some, the A-36 gets built. Anything that could be potentially troublesome to the first-time builder has been given careful consideration.

Both doors are factory hung. All holes are predrilled for simple bolt-together assembly. Your job is to locate a VW or Ford drivetrain and follow the fully illustrated instructions. Lindberg and its many years of experience does the rest.

Award-winning Lindberg kits are often thousands of dollars less than others, too - yet never compromise in quality. Don't you think it's time you put your signature on a classic American automobile? The rewards are there to enjoy - if you dare to be a little different.

For a fully illustrated color brochure describing the distinctive Lindberg line, take a minute to fill out the coupon below right now.

**ALSO AVAILABLE:** M-32, a 1932 Mercedes Benz 500 replica and the functional F-11, of Ford Model T "C-cab" truck vintage.



M-32. In the rich German tradition.



Imagine how the VW-based F-11 can help promote your business.

**ATTENTION:** Send the information checked below immediately. The full amount (refundable with kit purchase) has been enclosed.

- Color Brochure for all Models (\$5)
- Assembly Instructions for: (\$10 ea.)
- A-36       M-32       F-11

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- |                          |                             |
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| Koni Coil/Shocks         | Hurst Shifters              |
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| Adapter Bellhousings     | Mid-Engine Builder's Guides |
| Hurst Airheart Cylinders | Neal Pedals                 |
| High Grade Fasteners     | ATL Fuel Cells              |

Mid-Engineering now offers a new Transverse, Mid-Engine (TME) chassis for kit car builders. The center section duplicates the Type I VW Beetle pan perimeter, allowing installation of most popular kit car bodies.

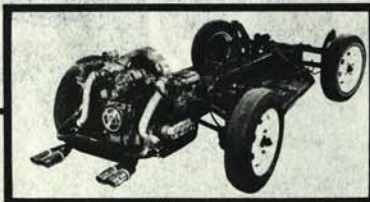
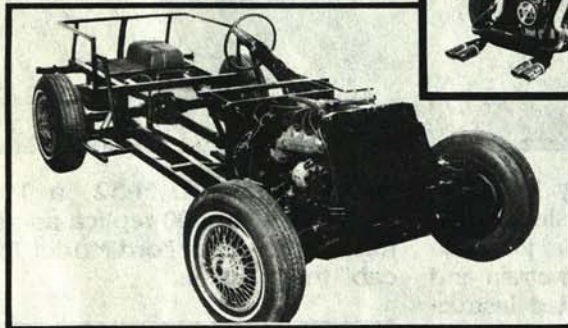


Send \$5.00 (U.S. Funds) for Catalog & Builders Information.

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- RUSH COMPLETE CATALOG (\$5) (refundable with purchase)
- RUSH CHASSIS/ENGINE INFO. (\$2)

Name \_\_\_\_\_ (Print)  
Address \_\_\_\_\_ Apt. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone (Res.) \_\_\_\_\_  
Phone (Bus.) \_\_\_\_\_



**World's Largest  
Dune Buggy Mfg.**

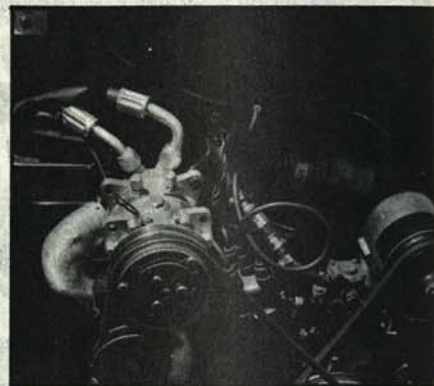
**9 Exciting Styles**

Complete Line  
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**Fiber Jet Industries, Inc.**

811 Atlantic Street, Roseville, CA 95678  
Send \$5.00 for Buggy and Baja Literature

**Inside Reports**



**Air Conditioning  
For Kit Cars**

If it gets pretty warm in your kit car during summer months, International Conditioning Enterprises has relief in store. They offer a new air conditioning system designed for today's small engines. The compressor takes less than 3 horsepower, is small enough to fit on the VW engine in any kit car, and the system carries a 12-month unlimited mileage warranty. For more information contact International Conditioning Enterprises, 1508 Hoover Ave., Dept. KCG, National City, CA 92050, (619) 489-1916.



**Eagle Coach Work  
XK-120G**

A replica of the Jaguar XK-120 is now manufactured by Eagle Coach Work. It is offered as a kit consisting of a complete fiberglass body with a 538-lb., jig-welded steel frame employing Ford running gear. The kit also includes bumpers, windshield frame, chrome trim, upholstery and convertible top. The builder supplies a 1975 or newer Pinto or Bobcat engine, transmission, wiring, suspension, steering and brakes. No painting is required, as the body is finished in gelcoat color. To find out more about the XK-120G, write Eagle Coach Work, 86 Gunville Rd., Dept. KCG, Lancaster, NY 14086, (716) 759-6650.

## Inside Reports



### Kelmark Freedom Units

Kelmark now offers two kit packages designed to deliver a complete car to the builder's door. The VW Freedom unit consists of a "Cargem" chassis with a reconditioned engine, transaxle and suspension. The Mid-Engine Freedom unit features a chassis by Mid Engineering, including coil-over shock suspension, and Chevy V8 attached to a Toronado transaxle. Both units include a preassembled Kelmark MK III body, and require no more than a weekend to build. For more information contact Kelmark Motors, Box K, Dept. KCG, Okemos, MI 48864, (517) 694-6888.

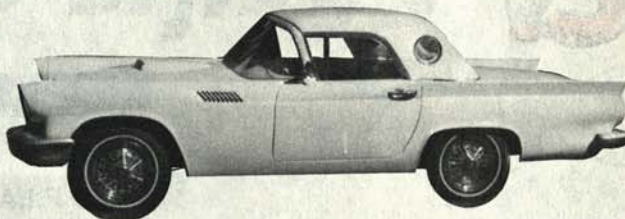
For more details on the Cargem chassis or hundreds of kit car parts and accessories, send \$5 for their catalog to Cargem Corporation, Box 116, Dept. KCG, Auburn, MI 48611, (517) 662-2371. For info about Mid Engineering chassis or their transverse-mounted GM V6 model, send \$5 for Mid Engineering's catalog to P.O. Box 14007, Dept. KCG, Lansing, MI 48901, (517) 323-7610.



### A New Sterling

For 1984 there is an all-new Sterling. The original went out of production in 1980. The new Sterling features an electrically driven or hand operated canopy top. Sunken fiberglass floorpans have been added to provide more head room. The fiberglass body is ready to bolt to the VW floorpan, including all wiring, lighting and body panels installed by the factory. Further inquiries should be directed to California Component Cars, 1930 S. Monterey Rd., Dept. KCG, San Jose, CA 95112, (408) 275-8750.

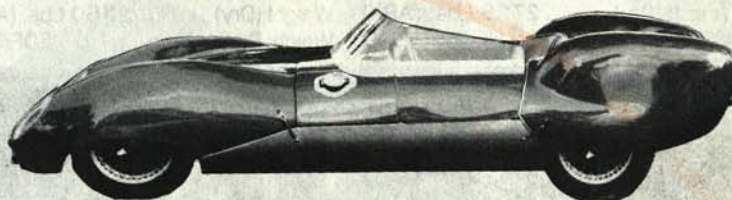
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Length . . . . . 166 In.	Length . . . . . 157 In.	Length . . . . . 157 In.
Width Front/Rear . . . . . 67/74 In.	Width Front/Rear . . . . . 64/72 In.	Width Front/Rear . . . . . 64/72 In.
Height . . . . . 46 In.	Height . . . . . 46 In.	Height . . . . . 46 In.
Ground Clearance . . . . . 5.5 In.	Ground Clearance . . . . . 6 In.	Ground Clearance . . . . . 6 In.
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Weight (Dry) . . . . . 2725 Lbs. (APX)	Weight (Dry) . . . . . 2250 Lbs. (APX)	Weight (Dry) . . . . . 2250 Lbs. (APX)
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**Stage II (optional) front =** modified double A arms urethane grommets with (specified) adjustable shock assemblies anti-sway bar and disc brakes 11 in.

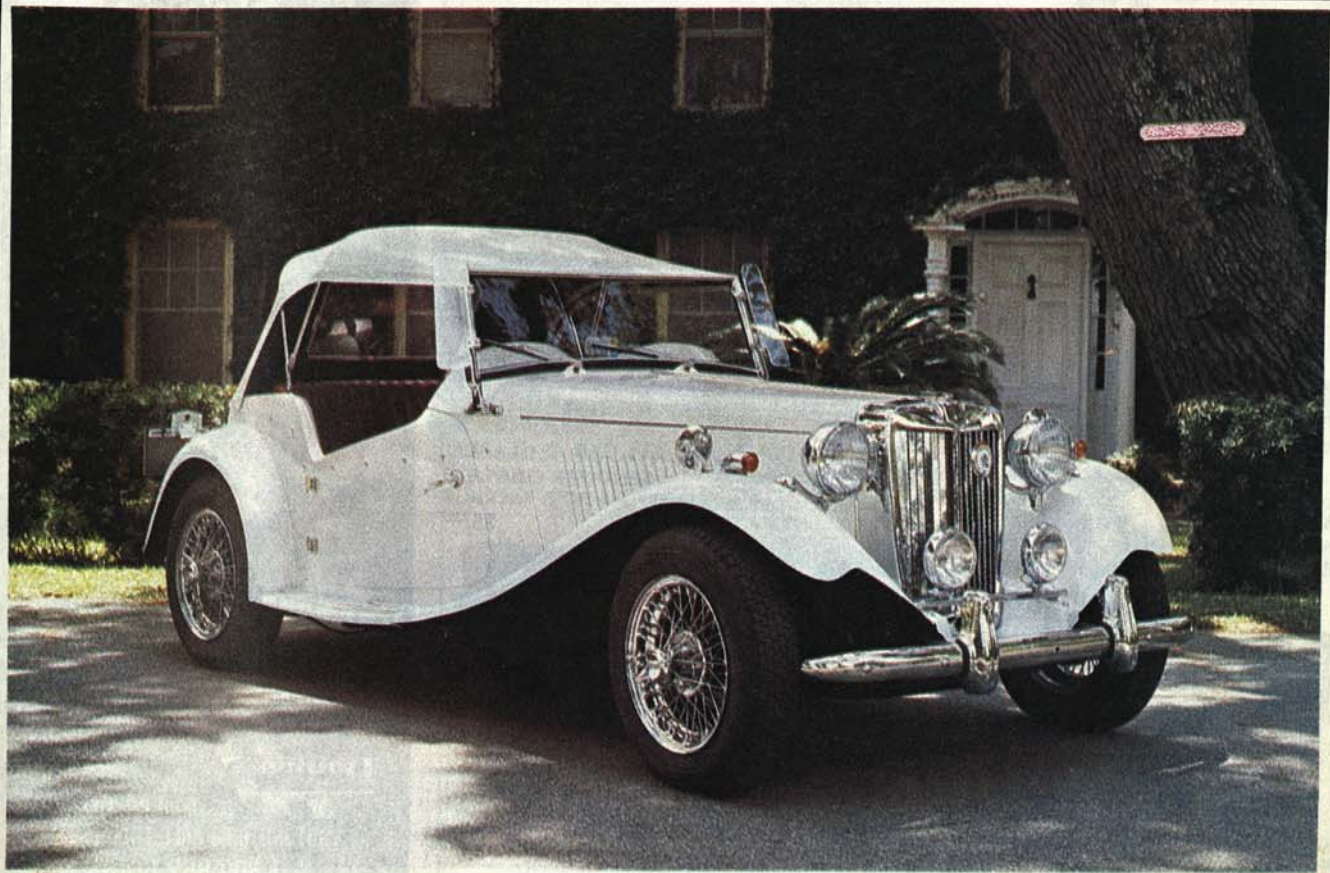
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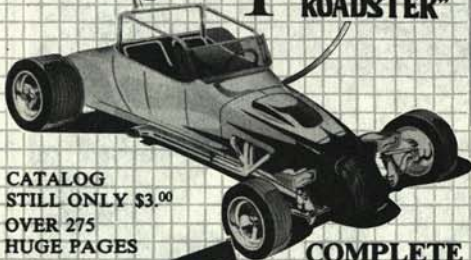
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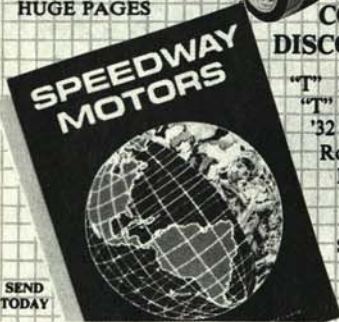
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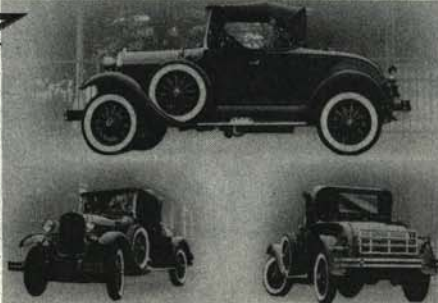


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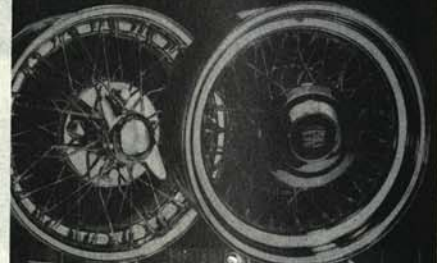
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